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## Meeting of the Madera County Transportation Commission Policy Board Meeting

### LOCATION

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

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

### DATE

April 21, 2021

### TIME

3:00 PM

### **Policy Board Members**

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

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

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



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

### **SPECIAL NOTICE**

#### **Important Notice Regarding COVID 19**

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

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

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

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

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

**You can also dial in using your phone**

**1 (951) 384-3421 or 1 (866) 901-6455 (Toll Free)**

**Access Code: 451-547-986**

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

If you wish to make a comment on a specific agenda item during the meeting, please use the "Raise Hand" feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to

[publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 **no later than 10:00 am on 4/21/2021.**

Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

## **AGENDA**

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

## **INTERPRETING SERVICES**

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

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

## **MEETING CONDUCT**

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

## **RECORD OF THE MEETING**

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

## Agenda

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

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

### **MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

#### 4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. Madera County Transportation Commission (MCTC) Regional Early Action Planning (REAP) Housing Planning Grants Program

**Enclosure:** Yes

**Action:** Approve MCTC REAP Housing Planning Grants Program – Resolution 21-04

4-B. Caltrans 2020-2024 Strategic Plan

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-C. CalSTA DRAFT Climate Action Plan for Transportation Infrastructure

**Enclosure:** No

**Action:** Approval for staff to draft and submit a comment letter

4-D. FTA 5311 Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

4-E. Regional Surface Transportation Program Exchange Agreement–Resolution 21-05

**Enclosure:** Yes

**Action:** Approve Resolution 21-05, authorizing Executive Director to sign the RSTP/RSTBGP Exchange Agreement

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. PUBLIC HEARING: 2021-22 Unmet Transit Needs

**Enclosure:** No

**Action:** Receive Public Testimony. Direction may be provided.

5-B. Finish the 99 – Coalition Letter

**Enclosure:** Yes

**Action:** Approve and direct staff to circulate the Finish the 99 Coalition Letter for signatures

5-C. Federal COVID-19 Relief Funds: 2021 Mid-Cycle State Transportation Improvement Program (STIP) and State Transportation Block Grant (STBG) Program–H.R. 133

**Enclosure:** Yes

**Action:** Approve staff recommendation to request the California Transportation Commission (CTC) to (1) exchange the STIP funds for state only funds; (2) augment a current programmed project by supplanting local Measure T funds with the Mid-Cycle STIP funds. The project is the SR 99 Madera South project. The Measure T funds will revert to the Measure T regional flexible funds in the amount of \$831,706; and (3) request to program Planning, Programming, and Monitoring (PPM) funds in the amount of \$43,774 in FY 2021-22.

5-D. American Jobs Plan – INVEST in America Act

**Enclosure:** Yes

**Action:** Information and Discussion Only

5-E. Caltrans Interregional Transportation Strategic Plan (ITSP) Letter

**Enclosure:** Yes

**Action:** Approve letter supporting the inclusion of SR 41 from San Joaquin River to Yosemite National Park for inclusion in the Interregional Transportation Strategic Plan (ITSP)

## **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 – March 17, 2021

**Enclosure:** Yes

**Action:** Approve Minutes

#### 7-B. Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2020: County of Madera, City of Chowchilla

**Enclosure:** Yes

**Action:** Accept TDA Compliance Audit Reports

#### 7-C. MCTC Employee Manual Update

**Enclosure:** Yes

**Action:** Approve MCTC Employee Manual April 2021 Update and other employment policies

#### 7-D. Social Services Transportation Advisory Council meeting of April 1, 2021

**Enclosure:** Yes

**Action:** Information and Discussion Only

### **8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

#### 8-A. Proposed FY 2021-22 Member Assessment Fees

**Enclosure:** Yes

**Action:** Approve proposed 2021-22 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget. Additional direction may be provided.

#### 8-B. FY 2021-22 Overall Work Program and Line Item Budget

**Enclosure:** Yes

**Action:** Approve FY 2021-22 Overall Work Program and Line Item Budget – Resolution 21-06

8-C. Social Services Transportation Advisory Council (SSTAC) Members Appointments and Vacancies

**Enclosure:** No

**Action:** Appoint applicants to the Social Service Transportation Advisory Council

## **MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY**

### **9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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

9-A. Measure “T” Fund Compliance Audit Report for Fiscal Year ended June 30, 2020: City of Chowchilla

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report

9-B. FY 2020-21 Annual Work Program Amendment No. 2

**Enclosure:** Yes

**Action:** Approve Annual Work Program Amendment No. 2

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

10-A. Award Contract – Measure T Renewal Implementation Plan

**Enclosure:** No

**Action:** Authorize staff to negotiate a contract with TBWBH to provide services for the Measure T Renewal Implementation Plan

## **OTHER ITEMS**

### **11. MISCELLANEOUS**

11-A. Items from Caltrans

11-B. Items from Staff

11-C. Items from Commissioners

**12. CLOSED SESSION**

**NONE**

**13. ADJOURNMENT**

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 4-A

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

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**SUBJECT:**

Madera County Transportation Commission (MCTC) Regional Early Action Planning (REAP) Housing Planning Grants Program

**Enclosure:** Yes

**Action:** Approve MCTC REAP Housing Planning Grants Program – Resolution 21-04

**SUMMARY:**

The 2019-20 California State Budget Act allocated \$250 million for all regions, cities, and counties in the State for prioritizing planning activities that accelerate housing production to meet identified needs of every community. With this allocation, the State Housing and Community Development (HCD) department established the Regional Early Action Planning Grant Program (REAP) with \$125 million allocated to regions. REAP provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation (RHNA).

The Madera County Transportation Commission (MCTC) has prepared a Draft REAP Housing Planning Grants Program to allocate the REAP housing funds in the Madera region. MCTC is anticipated to receive a total of \$492,009 for REAP activities. To date, MCTC has received \$172,885.65 for Phase I, of which \$55,176.27 has been set aside for administration and RHNA development support. The remaining \$117,709.38 will be used for the MCTC Housing Planning Program Consulting Services for our member agencies. The Madera Region is anticipated to receive a total of \$319,123.35 in REAP funding for Phase II. MCTC will retain 5% in the amount of \$15,957.35 for program administration. The remaining \$303,166 in the second phase of available MCTC Housing Planning Grants Program Funding will be suballocated for eligible projects on a pro-rata basis.

MCTC staff has discussed the Draft MCTC REAP Housing Planning Grants Program with each member agency staff and at the MCTC Technical Advisory Committee and all agree with the proposed plan.

**FISCAL IMPACT:**

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

## MCTC REGIONAL EARLY ACTION PLANNING FOR HOUSING

1

### BACKGROUND

- The Local Government Planning Support Grants Program (AB 101) was established to provide regions and jurisdictions with one-time grant funding for planning activities to meet the sixth cycle of the regional housing needs assessment, and to spur affordable housing production.
- A total of \$18,975,323 in Regional Early Action Planning (REAP) grant funds is available to the eight San Joaquin Valley Regional Planning Agencies.
- A 24 member San Joaquin Valley REAP Committee for Housing has been established and three official meetings have been held to help steer this planning effort.

2

### MAJOR WORK AREAS FOR SJV REAP

- **RHNA (regional housing needs assessments)**
  - Developing improved methodology for the distribution of the sixth cycle regional housing need assessment, and housing element implementation
- **Suballocations to Jurisdictions**
  - Providing grants to accelerate housing production that aligns with state planning priorities, housing, transportation, equity, and climate goals
- **Valleywide Work Efforts**
  - Conducting a comprehensive housing report, planning and coordination, program implementation, technical assistance, and other activities. Administration of the REAP application, agreements, consultants, outreach and communication, and other administrative and program management duties.

3

### SUBREGIONAL PRIORITIES AND USE OF FUNDS

- Each subregional planning agency (MCTC) is responsible, through their respective boards, to determine funding amounts and distribution of funds
- Not all subregional planning agencies have developed plans to allocate their funds
- The Madera region is scheduled to receive a total of \$492,009 in REAP funding for housing planning activities
- MCTC staff met with member agencies to discuss REAP funding distribution plan
- All member agencies are in agreement with the Draft REAP Plan

4

#### MADERA REAP HOUSING PLANNING GRANTS PROGRAM

- Total of \$492,009 in REAP housing planning funding for the Madera region
  - **Phase I** - \$172,885.65 in REAP funds received to date
    - MCTC - \$55,176.27 for program administration and RHNA development support
    - Consultant - \$117,709.38 for services on behalf of its member agencies to assist with eligible activities for housing planning purposes
  - **Phase II** – \$319,123 anticipated
    - MCTC – \$15,957 for program administration
    - Member Agencies - \$303,166 allocated on pro rata basis

5

#### MADERA REGION SUBALLOCATION – PHASE II

- Total of \$303,166 in REAP housing planning funding for the Madera region member agencies and will be allocated on a pro rata basis, as follows:
  - **City of Chowchilla**
    - \$23,722
  - **City of Madera**
    - \$125,399
  - **Madera County**
    - \$154,045

6

#### REQUESTED ACTION

- Approve MCTC Regional Early Action Planning for Housing
- Approve Resolution 21-04 authorizing the MCTC Executive Director to make administrative changes to the program, as necessary

7



DRAFT

MCTC REAP Housing  
Planning Grants  
Program

April 2021



## DRAFT MCTC REAP HOUSING PLANNING GRANTS PROGRAM

### APRIL 2021

#### Background

The 2019-20 California State Budget Act allocated \$250 million for all regions, cities, and counties in the State for prioritizing planning activities that accelerate housing production to meet identified needs of every community. With this allocation, HCD established the Regional Early Action Planning Grant Program (REAP) with \$125 million to regions. REAP provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation (RHNA).

A total of \$18,975,323 in REAP grant funds are available to the eight San Joaquin Valley Regional Transportation Planning Agencies (SJV RTPA). The SJV RTPAs received an initial \$10.2 million which was distributed on a pro-rata basis. The Madera County Transportation Commission (MCTC) is anticipated to receive a total of \$492,009 for REAP activities. To date, MCTC has received \$172,885.65 for Phase I, of which \$55,176.27 has been set aside for administration and RHNA development support. The remaining \$117,709.38 will be used for the MCTC Housing Planning Program Consulting Services for our member agencies.

#### Phase I

A total of \$172,885.65 in REAP funds has been received for Phase I. MCTC will retain \$55,176.27 for activities involving program administration, RHNA development support, and any other functions, as necessary.

MCTC will retain a consultant on behalf of its member agencies to assist with eligible activities for housing planning purposes. The total budget for this portion will be in the amount of \$117,709.38.

#### Phase II

The Madera Region is anticipated to receive a total of \$319,123.35 in REAP funding for Phase II. MCTC will retain 5% in the amount of \$15,957.35 for program administration. The remaining \$303,166 in the second phase of available MCTC Housing Planning Grants

Program Funding will be suballocated for eligible projects on a pro-rata basis to local agencies as follows:

- County of Madera                      \$154,045
- City of Madera                         \$125,399
- City of Chowchilla                    \$23,722

### **Eligible Applicants**

Eligible applicants are limited to local governments of Madera County (i.e. cities and county). However, local governments, as the lead applicant, may partner through legally binding agreements with other forms of governments or entities where the proposal will have a direct effect on land-use or development within the participating localities. This includes, but is not limited to, partnerships with other localities, housing authorities, school districts, special districts, community-based organizations, or any duly constituted governing body of an Indian Reservation or Rancheria. Applicants must provide a copy of the signed agreement between partners in order to be awarded funds.

### **Eligible Activities**

Eligible activities must demonstrate a nexus to increasing housing and accelerating production. Eligible activities may be part of a larger planning effort (e.g., a comprehensive zoning code update) if proposed activities have not been completed prior to the project start date, are distinct, and demonstrate a nexus to accelerating housing production. Eligible activities are not necessarily jurisdiction-wide and may include a smaller geography with a significant impact on housing production. For example, eligible activities may include a housing development-related project with a significant community level impact or planning or process improvement for a project with an ongoing community impact beyond the project.

Eligible activities may include a variety of planning purposes, such as planning documents and processes, including, but not limited to, the following as set forth in Health and Safety Code Section 50515.03(c):

1. Rezoning and encouraging development by updating planning documents and zoning ordinances, such as General Plans, community plans, specific plans,

implementation of sustainable communities' strategies, and local coastal programs.

2. Completing environmental clearance to eliminate the need for project specific review.
3. Establishing housing incentive zones or other area-based housing incentives beyond State Density Bonus Law such as a workforce housing opportunity zone pursuant to Article 10.10 (commencing with Section 65620) of Chapter 3 of Division 1 of Title 7 of the Government Code, or a housing sustainability district pursuant to Chapter 11 (commencing with Section 66200) of Division 1 of Title 7 of the Government Code.
4. Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents.
5. Planning documents to promote development of publicly owned land, such as partnering with other local entities to identify and prepare excess or surplus property for residential development.
6. Revamping local planning processes to speed up housing production.
7. Developing or improving an accessory dwelling unit ordinance in compliance with Section 65852.2 of the Government Code.
8. Planning documents for a smaller geography (less than jurisdiction-wide) with a significant impact on housing production, including an overlay district, project level specific plan, or development standards modifications proposed for significant areas of a locality, such as corridors, downtown or priority growth areas.
9. Rezoning to meet requirements pursuant to Gov. Code Section 65583(c)(1), and other rezoning efforts to comply with Housing Element requirements, including Gov. Code Section 65583.2(c) (AB 1397, Statutes of 2018).
10. Up-zoning or other implementation measures to intensify land use patterns in strategic locations, such as close proximity to transit, jobs or other amenities.
11. Rezoning for multifamily housing in high resource areas (according to Tax Credit Allocation Committee/Housing Community Development Opportunity Area Maps).
12. Establishing pre-approved architectural and site plans.
13. Preparing and adopting Housing Elements of the General Plan that include an implementation component to facilitate compliance with the sixth cycle RHNA.

14. Adopting planning documents to coordinate with suballocations under (REAP) pursuant to Health and Safety Code Section 50515.02(f) that accommodate the development of housing and infrastructure, and accelerate housing production in a way that aligns with state planning priorities, housing, transportation equity and climate goals, including hazard mitigation or climate adaptation.
15. Zoning for by-right supportive housing, pursuant to Gov. Code Section 65651 (Chapter 753, Statutes of 2018).
16. Zoning incentives for housing for persons with special needs, including persons with developmental disabilities.
17. Planning documents related to carrying out a local or regional housing trust fund.
18. Environmental hazard assessments; data collection on permit tracking; feasibility studies, site analysis, or other background studies that are ancillary (e.g., less than 15 percent of the total grant amount) and part of a proposed activity with a nexus to accelerating housing production.
19. Other planning documents or process improvements that demonstrate an increase in housing related planning activities and facilitate accelerating housing production.
20. Establishing Pro-housing Policies pursuant to Gov. Code Section 65589.9(f)(2).

### **Ineligible Activities**

1. Activities unrelated to preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the sixth cycle of the RHNA.
2. Activities that obstruct or hinder housing production, e.g., moratoriums, downzoning, planning documents with conditional use permits that significantly impact supply, cost, approval certainty and timing, planned development, or other similarly constraining processes.
3. Project specific planning documents that do not have a significant impact on accelerating housing production or significant community level or reoccurring benefit beyond the project.
4. Any activities not otherwise authorized by law or consistent with HCD requirements.

## Reporting

MCTC will monitor work and expenses to ensure the project is completed according to the contracted scope of work and project timeline. Quarterly progress reports must be submitted to MCTC with detailed invoices for reimbursement. The reports should describe the work that has been completed, a copy of any project deliverables, and an invoice that provides a summary of work completed by task, including staff/consultant hours.

1. Grant funds cannot be disbursed until the Agreement has been fully executed.
2. The grantee will be responsible for compiling and submitting all invoices and reporting documents. Grantees will submit for reimbursements to MCTC based on actual cost incurred.
3. The grantee must bill based on clear deliverables outlined in the Agreement or budget timeline. Only approved and eligible costs incurred for work after the date of an executed agreement with MCTC are eligible.
4. Work must be completed prior to requesting reimbursement.
5. Local agencies approve consultant invoices and send them to MCTC to pay the consultant directly. The local agencies oversee day-to-day project management and MCTC serves as the fiscal agent.
6. Project invoices will be submitted to MCTC by the grantee on a monthly basis.
7. Supporting documentation may include, but is not limited to: receipts, progress payments, subcontractor invoices, time cards, etc.
8. Invoices must be accompanied by reporting materials where appropriate. Invoices without the appropriate reporting materials will not be paid. MCTC may withhold 10 percent of the grant until grant terms have been fulfilled.
9. Each recipient of funds under the Program shall expend those funds no later than **June 30, 2023**.
10. The grantee must establish a separate ledger account for receipts and expenditures of grant funds and maintain expenditure details in accordance with the budget and timeline. Separate bank accounts are not required.
11. The grantee shall maintain documentation of its normal procurement policy and competitive bid process (including the use of sole source purchasing), and financial records of expenditures incurred during the course of the project, in accordance with generally accepted accounting principles.

12. The grantee agrees that MCTC or designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of the Agreement.
13. The grantee agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated.
14. Subcontractors employed by the grantee and paid with moneys under the terms of this Agreement shall be responsible for maintaining accounting records as specified above.
15. At any time during the term of the Agreement, MCTC may perform, or cause to be performed, a financial audit of any and all phases of the award. At MCTC's request, the awardee shall provide, at its own expense, a financial audit prepared by a certified public accountant. The State of California has the right to review project documents and conduct audits during project implementation and over the project life.
16. MCTC may request additional information, as needed, to meet other applicable audit requirements.
17. MCTC may monitor expenditures and activities of an applicant, as MCTC deems necessary, to ensure compliance with Program requirements.

### **Remedies of Non-Performance**

1. In the event that it is determined, at the sole discretion of MCTC, that the grantee is not meeting the terms and conditions of the Agreement, immediately upon receiving a written notice from MCTC to stop work, the grantee shall cease all work under the Agreement. MCTC has the sole discretion to determine that the grantee meets the terms and conditions after a stop work order, and to deliver a written notice to the grantee to resume work under the Agreement.
2. Both the grantee and MCTC have the right to terminate the Agreement at any time upon 30 days written notice. The notice shall specify the reason for early termination and may permit the grantee or MCTC to rectify any deficiency(ies) prior to the early termination date. The grantee will submit any requested documents to MCTC within 30 days of the early termination notice.
3. There must be a strong implementation component for the funded activity through this Program, including, where appropriate, agreement by the locality to formally

adopt the completed planning document. Localities that do not formally adopt the funded activity could be subject to repayment of the grant.

4. MCTC may, as it deems appropriate or necessary, request the repayment of funds from an applicant, or pursue any other remedies available to it by law for failure to comply with Program requirements (Health and Safety Code Section 50515.04(e)).

## Schedule

| Milestone   | Date                               |
|---|------------------------------------|
| <b>Draft Guidelines for TAC Review</b>                | April, 2021<br>TAC                 |
| <b>Policy Board adopts guidelines</b>                 | April 21, 2021<br>Policy Board     |
| <b>Retain Consulting Services for Member Agencies</b> | May 2021<br>Consultant             |
| <b>Phase II Agency Applications Due</b>               | To be Determined<br>Local Agencies |
| <b>MCTC Review of Applications for Eligibility</b>    | To be Determined<br>MCTC Staff     |
| <b>MCTC Funding Awards for Approved Projects</b>      | To be Determined<br>MCTC Staff     |

## Agency/Project Information

|  |  |
|--|--|
| Project Title                            |  |
| Project Description                      |  |
| Eligible Activities (identify by number) |  |
| Total Funding Request                    |  |
| Applicant Agency                         |  |
| Primary Contact Name and Title           |  |
| Email                                    |  |
| Phone                                    |  |
| Address                                  |  |
| Agency Department                        |  |
| Contact Name and Title                   |  |
| Email                                    |  |

## Planning Project Description

### 1. Introduction

Please provide a description of project objectives, setting, and relationship of the proposed project to existing and planned land uses and transportation facilities in the project area.

**2. Project Justification**

Application describes in detail the deficiencies that the project would address and ramifications of not funding.

**3. Nexus to Accelerating Housing Production**

Please describe the nexus of the proposed project to accelerating housing production.

**4. RTP/SCS Consistency**

Describe how the proposed project is consistent with MCTC's 2018 RTP/SCS.

**5. Plan Implementation**

Please describe the implementation strategies for the proposed planning project. Please identify any potential obstacles to successful implementation of the plan.

**6. Project Schedule and Scope of Work**

Please outline the scope of work for the proposed planning efforts. Please briefly describe deliverables and anticipated completion dates for each deliverable. Please also provide estimates of project expenses funded by the grant.

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

|  |                              |
|--|------------------------------|
| In the matter of<br><b>APPROVE MCTC REGIONAL EARLY ACTION<br/>PLAN – HOUSING PLANNING GRANTS<br/>PROGRAM</b> | Resolution No.: <b>21-04</b> |
|--|------------------------------|

**WHEREAS**, the Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the Madera region, pursuant to State and Federal designation; and

**WHEREAS**, Section 50515.02 of the California Health and Safety Code made available \$125 million dollars in local government planning support grants to regional entities and working groups; and

**WHEREAS**, California Department of Housing and Community Development (HCD) released a Notice of Funding Availability (NOFA) for \$118.750 million dollars for the Regional Early Action Planning Grant Program (REAP) to councils of governments and other regional entities; and

**WHEREAS**, the San Joaquin Valley, consisting of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare counties, convened to create a multiagency working group called the San Joaquin Valley (SVJ) REAP Committee, which is eligible for up to \$18.975 million dollars in funding; and

**WHEREAS**, the \$18.975 million dollars total is divided into three funding components: 1) an Initial 25% used to fund MCTC's RHNA process and local agencies housing planning activities, 2) a Supplemental portion focused on Valleywide planning efforts, and 3) the remaining portion to be utilized by MCTC for administrative purposes and to secure consulting services for assisting MCTC's local member agencies in their housing planning activities; and

**WHEREAS**, Fresno COG, the approved fiscal agent of the SVJ REAP Committee, prepared a Memorandum of Understanding (MOU) to distribute the Initial 25% portion of funds to the regional transportation planning agencies on a population-weighted basis, and the Madera region would receive approximately \$172,885; and

**WHEREAS**, of the initial 25% of funds received, 5%, or approximately \$30,363, to Fresno COG for administrative purposes as the SVJ REAP Committee's fiscal agent, with the Madera region receiving approximately \$172,885 to be used by MCTC for RHNA and other planning purposes and securing consulting services for MCTC's local member agencies in their housing

planning activities; and

**WHEREAS**, the SJV REAP Committee approved the second application submittal for REAP funding at approximately \$5.475 million dollars to be used for coordinated valley-wide planning activities, including a comprehensive regional housing study, guidance on regional housing trust fund implementation, and regional planning and technical assistance; and

**WHEREAS**, the SJV REAP Committee voted to submit an application for the remaining portion of REAP funding, worth approximately \$8.756 million dollars, with the funds to be distributed to each MPO on a population-weighted basis and each MPO responsible for the suballocation of these funds to their respective local agencies; and

**WHEREAS**, MCTC is set to receive approximately \$319,123 from the remaining portion of REAP funding, after accounting for the 5% in administrative costs that are distributed to Fresno COG as the fiscal agent of the valley's REAP funds; and

**WHEREAS**, the \$319,123 from the remaining portion of REAP funding, in addition to \$172,885 from the Initial 25% portion of funding, combine for a total of approximately \$492,009; and

**WHEREAS**, MCTC staff is recommending the \$319,123 remaining portion of REAP funding be allocated as follows: 5%, or approximately \$15,957 for MCTC administrative purposes, and the remaining \$303,166 be suballocated to MCTC member agencies by percent of population for housing planning purposes.

**NOW, THEREFORE, LET IT BE RESOLVED**, that the recommended MCTC Regional Early Action Plan – Housing Planning Grants Program is hereby adopted.

**BE IT FURTHER RESOLVED**, the Executive Director is authorized to make administrative changes, as needed, to ensure that the program is implemented in the most efficient and cost-effective manner possible.

The foregoing resolution was adopted this 21st day of April 2021 by the following vote:

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

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Chair, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 4-B

**PREPARED BY:** Nicholas R. Dybas, Associate Regional Planner

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**SUBJECT:**

Caltrans 2020-2024 Strategic Plan

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Caltrans has released the 2020-2024 Strategic Plan that commits to six goals through 2024:

1. **Safety First:** Caltrans is striving to make 2050 the first year without a single death or serious injury on California's roads.
2. **Cultivate Excellence:** Caltrans wishes to attract and develop diverse talent, fostering a welcoming and engaging work environment where innovation is encouraged, and employees receive the guidance and support necessary to achieve their potential.
3. **Enhance and Connect the Multimodal Transportation Network:** Caltrans is working to modernize and integrate transportation services and improve connections between various modes of travel, with increased investment in bicycle, pedestrian, rail, and transit, to develop a more seamless multimodal system.
4. **Strengthen Stewardship and Drive Efficiency:** Caltrans recognizes the need and importance of asset management to drive socially equitable investment decisions. Caltrans will engage our communities to create more equitable outcomes to improve efficiency and performance.
5. **Lead Climate Action:** Caltrans will honor its commitment to reduce the environmental impact of our system by accelerating the implementation of actions identified within CalSTA's Climate Action Plan for Transportation Infrastructure (CAPTI).
6. **Advance Equity and Livability in All Communities:** Caltrans will prioritize projects that avoid harm and provide meaningful benefits to underserved communities, matching these actions with targeted investment in underserved communities.

The Caltrans 2020-2024 Strategic Plan may be found [here](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 4-C

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

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**SUBJECT:**

CalSTA DRAFT Climate Action Plan for Transportation Infrastructure

**Enclosure:** No

**Action:** Approval for staff to draft and submit a comment letter

**SUMMARY:**

MCTC has been engaged on the California State Transportation Agency's (CalSTA) development of a Climate Action Plan for Transportation Infrastructure (CAPTI). The DRAFT CAPTI report is currently available for public review. The document will be open for comment until May 19, 2021. MCTC staff is currently reviewing the DRAFT CAPTI and plan on submitting comments to CalSTA.

The CAPTI is a result of Governor Newsom's Executive Orders on Climate Change (EO N-19-19 and EO N-79-20). The plan seeks to update the existing transportation investment framework using the principal foundations of these two executive orders as guides.

Executive Order N-79-20 directs invest towards new clean transportation options in urban, suburban, and rural settings for all Californians as well as for goods movement by:

- **Building towards an integrated, statewide rail and transit network**, centered around the existing California State Rail Plan that leverages the California Integrated Travel Program to provide seamless, affordable, multimodal travel options in all contexts, including suburban and rural settings, to all users.
- **Investing in networks of safe and accessible bicycle and pedestrian infrastructure**, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low income and disadvantaged communities across the state.
- **Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure** or supportive infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

Executive Order N-19-19 directs investment towards further adoption and use of these clean modes of transportation mentioned above by:

- **Reducing public health harms and maximizing benefits to disproportionately impacted disadvantaged communities, low-income communities, and communities of color**, in urbanized and rural regions, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing substantial burdens on communities, even if unintentional.
- **Making safety improvements to reduce fatalities and severe injuries of all users towards zero** on our roadways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.
- **Assessing physical climate risk** as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate risks.
- **Promoting projects that do not increase passenger vehicle travel**, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.
- **Promoting compact infill development while protecting residents and businesses from displacement** by supporting transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and reduce auto trips.
- **Developing a zero-emission freight transportation system** that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multi-modal design and planning into infrastructure development on freight corridors.
- **Protecting natural and working lands** from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

California State Agencies play a role in either scoping, recommending, or selecting projects in over \$5 billion of transportation infrastructure annually. The CAPTI seeks to update these program guidelines to strengthen their alignment with state climate goals. The following programs are key amongst these:

- Active Transportation Program (ATP)
- Interregional Transportation Improvement Program (ITIP)

- Local Partnership Program (LPP)
- Solutions for Congested Corridors (SCCP)
- State Highway Operation and Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit and Intercity Rail Capital Program (TIRCP)

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 4-D

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

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**SUBJECT:**

FTA 5311 Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Division of Rail and Mass Transit (DRMT) is pleased to announce the Call for Projects for the following grant programs:

- FFY 2021 FTA 5311 Formula
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) FTA 5311 Formula

*FFY 2021 FTA 5311 - Formula*

The overall goal of the FTA 5311 program is to enhance the availability of public transit in rural areas and provide public transportation opportunities to residents in rural areas for access to employment, education and health care, shopping, and recreation.

*CRRSAA*

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) supports the transit industry during the COVID-19 public health emergency. This includes operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency.

All applications are due April 30, 2021 at 2:00 pm PST.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 4-E

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Regional Surface Transportation Program Exchange Agreement–Resolution 21-05

**Enclosure:** Yes

**Action:** Approve Resolution 21-05, authorizing Executive Director to sign the RSTP/RSTBGP Exchange Agreement

**SUMMARY:**

The Madera County Transportation Commission (MCTC) receives an annual federal apportionment of Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program (RSTP/RSTBGP) funds to allocate to local agencies for the implementation of road projects. MCTC can exchange this federal apportionment for nonfederal State Highway Account funds paid directly from the State to MCTC. A resolution authorizing the Executive Director to sign the exchange agreement is required to be submitted to Caltrans.

**FISCAL IMPACT:**

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

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

|  |                       |
|--|-----------------------|
| In the matter of<br><b>REGIONAL SURFACE TRANSPORTATION BLOCK<br/>GRANT PROGRAM RTPA EXCHANGE<br/>AGREEMENT</b> | Resolution No.: 21-05 |
|--|-----------------------|

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

**WHEREAS**, the Madera County Transportation Commission receives a federal apportionment for the Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program (RSTP/RSTBGP) that is be allocated to projects implemented by cities, counties, and other public transportation agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highway Code;

**WHEREAS**, pursuant to State authorization under Section 182.6(d)(2) of the Streets and Highway Code, the Madera County Transportation Commission can exchange the federal apportionment for nonfederal State Highway Account funds paid directly by State to the Madera County Transportation Commission; and

**WHEREAS**, it is required that the Madera County Transportation Commission enter into a Funds Transfer Agreement with the State of California to release the Madera County Transportation Commission its estimated annual RSTP/RSTBGP apportionment.

**NOW, THEREFORE, BE IT RESOLVED**, that the Madera County Transportation Commission Executive Director is authorized to execute the annual Regional Surface Transportation Fund Exchange Agreement.

The foregoing resolution was adopted this 21<sup>st</sup> day of April 2021 by the following vote:

|                             |       |
|-----------------------------|-------|
| Commissioner Jose Rodriguez | _____ |
| Commissioner Tom Wheeler    | _____ |
| Commissioner Waseem Ahmed   | _____ |
| Commissioner Brett Frazier  | _____ |

Commissioner Cecelia Gallegos \_\_\_\_\_  
Commissioner Robert Poythress \_\_\_\_\_

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

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 5-A

**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

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**SUBJECT:**

PUBLIC HEARING: 2021-22 Unmet Transit Needs

**Enclosure:** No

**Action:** Receive Public Testimony. Direction may be provided

**SUMMARY:**

This time is reserved for public comments related to “Unmet Transit Needs” within Madera County. For those wishing to provide comments in Spanish, an interpreter will be provided.

Under the California Transportation Development Act (TDA), this hearing is held annually by the Madera County Transportation Commission (MCTC) to receive testimony on potential unmet transit needs within the region. After the hearing, the MCTC Policy Board must determine which transit requests are unmet needs and if so, whether they are reasonable to meet. After all “reasonable” needs have been met through the expansion of existing services, or the creation of new transit systems, the MCTC may release remaining TDA funds for street and road purposes (repair, reconstruction, etc.)

The public, interested agencies, and civic groups are encouraged to appear and indicate any transportation needs that they feel are not being met by existing transit services. Testimony should be as specific as possible with regard to those citizens not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed, and any other supportive evidence of information that will help in the evaluation of the “reasonableness” of the requested service.

The Social Services Transportation Advisory Council (SSTAC) will meet on April 26, 2021 to review the testimony from this hearing and will make their recommendation along with MCTC staff at the MCTC Policy Board’s next meeting on May 19, 2021. At that time, the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2021-22, prior to approving claims of Local Transportation Funds (LTF) for streets and roads purposes.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 5-B

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

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**SUBJECT:**

Finish the 99 – Coalition Letter

**Enclosure:** Yes

**Action:** Approve and direct staff to circulate the Finish the 99 Coalition Letter for signatures

**SUMMARY:**

The Madera County Transportation Commission (MCTC), in coordination with Tulare County Association of Governments (TCAG), and Merced County Association of Governments (MCAG), has formed a committee to strategize on an effort to work together to identify strategies to complete State Route 99. The committee includes the executive directors and two elected officials from each agency. MCTC representatives are Patricia Taylor, Supervisor Robert Poythress, and Council Member Jose Rodriguez. TCAG has retained Kiana Valentine, lobbyist, Politico Group. MCTC and MCAG each will contribute an amount not to exceed \$2,000 for the proposed two-year effort.

The committee has met twice and has discussed the following:

- Kick off the effort and developed a consensus on how to proceed – A Call to Action
- Developed a Coalition letter addressed to Governor Gavin Newsome with a Call to Action to “Finish the 99.” The Coalition letter will include signatures of support from various businesses, organizations, government agencies, labor groups, etc.
- Developing – Finish the 99 Logo.
- Developing – Finish the 99” Website.
- Developing a 15-Year Funding Plan.
- Plan to organize a meeting with Assemblyman Gray, Senator Borgeas, Senator Caballero, Senator Hurtado, and Congressman Costa.
- Plan to kick off the effort in Summer 2021.

Included in your package is a copy of the Coalition letter that will be circulated by MCTC, MCAG, and TCAG staff, requesting businesses, agencies, and organizations to sign on. Also

included in your package is a memo from Kiana Valentine, Politico, outlining the committee's message, strategies, and milestones.

**FISCAL IMPACT:**

An amount not to exceed \$1,000 of membership fees will be budgeted for this effort in the FY 2020-21 Overall Work Program and Budget. An additional \$1,000 will be included in the FY 2021-22 Overall Work Program and Budget.



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

Date To Be Added, 2021

The Honorable Gavin Newsom  
Governor, State of California  
State Capitol  
Sacramento, CA 95814

**Re: Finish What We Started – A Call to Action to Complete State Route 99, Invest in our Economy, and Improve Safety and Quality of Life in California**

Dear Governor Newsom:

The undersigned organizations, businesses, and associations write to urge you and your Administration to fully commit to completing State Route (SR) 99 which serves as a critical north south corridor for goods movement throughout California, supports the largest agricultural region in the United States, and the 4.4 million residents of the San Joaquin Valley. Despite recent investments into the corridor, SR 99 remains unfinished resulting in needless congestion hampering economic activity, negatively impacting quality of life, and deleteriously impacting air quality and climate change. The currently incomplete SR 99 also poses dangerous conditions for the traveling public – created by going from six-lanes to four-lanes and back again numerous times. Making good on the promise of SR 99 will have many and varied positive outcomes for the *entire* State of California – decreasing congestion, alleviating safety issues and associated fatalities and serious injuries, increasing our economic competitiveness and vitality, and the creation of living-wage jobs, just to name a few. Moreover, these benefits can be realized while also achieving the state's air quality and climate change goals.

The San Joaquin Valley has been working with the state for twenty-years to fulfil the vision of SR 99. The SR 99 corridor on average supports 1.3 million daily truck trips. Approximately 90-percent of freight through the San Joaquin Valley is moved by truck and those trucks trips primarily occur on SR 99. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries, which is higher than goods movement related employment in all other regions of California. The SR 99 corridor also supports the state's geographic and agricultural production center – generating more than \$45 billion in agricultural products annually and providing 25-percent of the nation's food supply.

Recent investments into the SR 99 corridor, including significant local funding from countywide sales-tax measures and Proposition 1B (the 2006 \$19.9 billion transportation infrastructure bond),

have helped close the gap but those improvements will be for not if we do not finish the job. Eight segments totaling 35 miles out of the 274-mile SR 99 corridor through Merced, Madera, and Tulare counties remain unfunded. These unfinished segments include approximately 12 dangerous bottlenecks along this vital corridor. SR 99 is also part of the Primary National Freight Network and is prioritized in several state transportation plans including the SR 99 Business Plan.

Recently, your Administration has begun to focus on the reduction of vehicle miles traveled (VMT) as way to meet our greenhouse gas (GHG) emissions reductions goals. While reducing VMT in certain contexts is not only feasible but perhaps even preferred, there are other settings, including the movement of goods through the San Joaquin Valley, where widening the existing system to its full and long-planned potential is necessary. The choke points and safety issues created as heavy-duty trucks and passenger vehicles move from six to four lanes throughout SR 99 corridor can only be fully eliminated by completing the system. Furthermore, as we transition to a zero-emission fleet, electric trucks which have less cargo capacity than their diesel counterparts due to the size and weight of their batteries, will result in *more* trucks on our roads to move the same amount of cargo, let alone increased goods movement which is a continued economic and jobs goal.

During your tenure as Governor, you have made climate change a central pillar of your Administration and we applaud you for your efforts to address the defining crisis of our time. From aggressive policies to move the state further away from dependence on fossil fuels by transitioning to electric and other alternative fuel vehicles to conservation goals to protect of thirty percent of the state's land and coastal water, California continues to lead the way in the fight against global warming. At the same time, we must also be vigilant with respect to how our climate policies impact our economy, the provision of living-wage jobs, cost of living in the Golden State, and ultimately upwards mobility for *all* Californians. The state's multimodal transportation system, including its highways, streets, and roads are the backbone of our robust economy and policies that undermine our infrastructure will have deleterious consequences. Taken together, we must find a way to fight climate change while also continuing to invest in a surface transportation network that moves goods, services, and people efficiently and safely.

In closing, we recognize the multiple challenges facing the state, including our ambitious climate goals, and are confident a completed six-lane SR 99 corridor can and should play an important role in California's future. In fact, the San Joaquin Valley has demonstrated it can meet the state's aggressive GHG emissions reduction goals while finishing SR 99 through the development, adoption, and state approval of its SB 375 mandated Sustainable Communities Strategy. We respectfully request that the California State Transportation Agency and the California Department of Transportation work with the San Joaquin Valley to develop and implement a 15-year plan to complete SR 99 – to finish what we started. We stand ready to work with you and your Administration towards this virtuous end.

Sincerely,

cc: The Honorable Lena Gonzalez, Chair, Senate Transportation Committee  
 The Honorable Laura Friedman, Chair, Assembly Transportation Committee  
 The Honorable David Kim, Secretary, California State Transportation Agency  
 The Honorable Toks Omishakin, Director, California State Department of Transportation

The Honorable Hilary Norton, Chair, California Transportation Commission  
Mitch Weiss, Executive Director, California Transportation Commission

April 14, 2021

To: The Honorable Jose Rodriguez, Chair, Madera County Transportation Commission  
The Honorable Robert Poythress, Commissioner, Madera County Transportation Commission  
The Honorable Daron McDaniel, Director, Merced County Association of Governments  
The Honorable Pete Vander Poel, III, Chair, Tulare County Association of Governments  
The Honorable Rudy Mendoza, Board of Governors, Tulare County Association of Governments  
Patricia Taylor, Executive Director, Madera County Transportation Commission  
Stacie Guzman, Executive Director, Merced County Association of Governments  
Theodore Smalley, Executive Director, Tulare County Association of Governments

From: Kiana Valentine, Partner, Politico Group

Re: **Finish What We Started Campaign – A Call to Action to Complete State Route 99, Invest in the Economy, Improve Safety, and Enhance Quality of Life in California**

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**Background.** Politico Group is pleased for the opportunity to aid the Madera County Transportation Commission (MCTC), Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TGAC) in the development and execution of a thoughtful, strategic, and well-rounded campaign to secure the State of California's commitment to "Finish What We Started" and complete State Route 99 (SR 99) to a cohesive six-lane corridor. The following memo outlines key messages, strategies, and milestones critical to achieve success in this effort.

**Messages.** A completed SR 99 will have many and varied positive benefits to the entire state. The campaign's messages must successfully communicate that investing in the corridor has something for everyone. While Politico Group will continue to work with MCTC, MCAG, and TCAG on the development of powerful collateral and data that tells the San Joaquin Valley's story, initial key messages include:

- **Agricultural Production.** The SR 99 corridor supports the state's geographic and agricultural production center – generating more than \$45 billion in agricultural products annually and providing 25-percent of the nation's food supply.
- **Goods Movement.** The SR 99 corridor on average supports 1.3 million daily truck trips. Approximately 90-percent of freight through the San Joaquin Valley is moved by truck and those trucks trips primarily occur on SR 99. SR 99 is also part of the Primary National Freight Network and is prioritized in several state transportation plans including the SR 99 Business Plan.
- **Economic Vitality and Jobs.** In addition to the jobs and economic output from the agricultural sector, over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries, which is higher than goods movement related employment in all other regions of California.
- **Safety.** Eight segments totaling 35 miles out of the 274-mile SR 99 corridor through Merced, Madera, and Tulare counties remain unfunded. These unfinished segments include approximately 12 dangerous bottlenecks along this vital corridor.
- **Air Quality and Climate Change.** When people, goods, and services sit in congestion, it exacerbates dangerous and unhealthy air quality conditions and contributes to greenhouse gas (GHG) emissions. Completing the SR 99 corridor to six-lanes will increase throughput, improve air quality, and reduce harmful GHG emissions.

**Strategies.** Considering the many benefits to a completed SR 99 corridor, our multipronged strategy includes critical and strategically timed meetings with elected officials, robust stakeholder engagement and coalition building, legislative outreach, and the leveraging of important relationships inside the Newsom Administration and Executive Branch. Our key strategies include, but are not limited to:

- Critical Meetings with Elected Officials. Strategically schedule meetings between the San Joaquin Valley's local elected officials and state legislators, Administration officials, and Executive Branch officials and staff to coincide with advocacy meetings (noted below). The team of local elected officials will support the overall Finish What We Started Campaign but will also provide more detailed information on specific projects relevant to each individual meeting.
- Coalition Building. Engage a broad range of stakeholders including business (agriculture, manufacturing, construction, goods movement, etc.), labor, materials and equipment suppliers, California's seaports, and local and regional government, just to name a few.
- Leveraging Relationships for Strategic Advocacy. MCTC, MCAG, and TCAG have existing relationships with federal, state, and local elected officials that are of tremendous value for such a campaign. We will complement the campaign's advocacy efforts with our existing strong relationships at the state level including within the:
  - California State Legislature,
    - San Joaquin Valley Legislative Delegation,
    - Bipartisan Leadership in the Senate and Assembly,
    - Moderate Caucus, and
    - Other members, as identified for strategic purposes,
  - Newsom Administration,
  - California State Transportation Agency,
  - California Department of Transportation,
  - California Transportation Commission, and
  - To the extent necessary and strategic the California Housing and Community Development Department, Governor's Office and Planning and Research, Strategic Growth Council, and California Air Resources Board.
- Mapping, Data, and Collateral. We will develop persuasive and meaningful collateral including mapping and other important data about safety, economic impacts, etc. to communicate our goals efficiently and effectively.
- Branding, Website, and Social Media. We will work in close coordination with MCTC, MCAG, and TCAG on the development of branding, the buildout of a campaign website, and the use of social media for our advocacy efforts.

**Milestones.** The effort to obtain the state's commitment to finish SR 99 and secure funding to construct the remaining eight segments will require a sustained multi-year effort. In the near term, we have identified the following key milestones that will lay the foundation for a successful campaign:

- 2021-22 State Budget Augmentation for Transportation Infrastructure (ongoing)
- Trade Corridor Enhancement Program (TCEP) Methodology Determination (ongoing)
- SB 1 Guidebook on Performance Metrics that will Inform TCEP Guidelines (ongoing)
- Inaugural SR 99 Summit (September 2021)
- TCEP Call for Projects (Summer 2022)
- California Transportation Commission Town Hall (April 2022)
- Second SR 99 Summit (TBD, 2022)

**Contact.** For more information regarding the aforementioned outline for the Finish What We Started Campaign, please contact Kiana Valentine at (916) 444-3770 or [kiana@politicogroup.com](mailto:kiana@politicogroup.com).



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 5-C

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

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**SUBJECT:**

Federal COVID-19 Relief Funds: 2021 Mid-Cycle State Transportation Improvement Program (STIP) and State Transportation Block Grant (STBG) Program—H.R. 133

**Enclosure:** Yes

**Action:** Approve staff recommendation to request the California Transportation Commission (CTC) to (1) exchange the STIP funds for state only funds; (2) augment a current programmed project by supplanting local Measure T funds with the Mid-Cycle STIP funds. The project is the SR 99 Madera South project. The Measure T funds will revert to the Measure T regional flexible funds in the amount of \$831,706; and (3) request to program Planning, Programming, and Monitoring (PPM) funds in the amount of \$43,774 in FY 2021-22.

**SUMMARY:**

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

Total funds available to California is \$911,823,218. The funds will be split 60 percent to State and 40 percent to Regions. The distribution to the State and Regions is as follows:

State Programs (60 percent): \$547.1 million

- \$486.3 million: State Highway Operation and Protection Program (SHOPP)
- \$ 60.8 million: Interregional Improvement Program (IIP)

Regional Programs (40 percent): \$364.7 million:

- \$182.4 million: Regional Improvement Program (RIP)
- \$182.4 million: Surface Transportation Block Grant (STBG) Program

Madera's Share for STBG Program and STIP Distribution is: \$ 1,603,476

- Surface Transportation Block Grant (STBG) Program: \$727,996

- 2021 Mid-Cycle STIP Share: \$ 875,480
  - \$ 831,706
  - \$ 43,774 Planning, Programming, and Monitoring (PPM)

The CTC will adopt guidelines at its May 12-13, 2021 meeting for the *STBG Program*.

The California Transportation Commission (CTC) at its Wednesday, March 24, 2021 meeting, adopted the *2021 Mid-Cycle State Transportation Improvement Program (STIP)* Guidelines and Share Distribution by CTC Resolution G-21-40 (attached). The adoption of the Mid-Cycle STIP includes the schedule below. CTC staff will bring the Draft 2021 Mid-Cycle STIP Guidelines (attached) and guidelines for the Surface Transportation Block Grant Program component for adoption at the May 12-13, 2021 CTC meeting.

#### 2021 Mid-Cycle STIP Schedule:

- Schedule Draft Guidelines/Workshop – March 9, 2021
- CTC Adopts Schedule and Share Distribution – March 24, 2021
- List of Project Due to CTC – April 23, 2021
- CTC adopts Guidelines – May 12-13, 2021
- New projects are presented to the CTC (Notice) – May 12-13, 2021
- CTC Adopts the New Projects – June 23-24, 2021

#### Additional Information:

A region with a share target of \$3 million or less, excluding regions within an urbanized area with a population of over 200,000, may request state-only funds at the time of programming.

Programming Options: a region or Caltrans may choose to program shares from this cycle in one or more of the following ways:

1. Add new projects;
2. Augment projects that are currently programmed in the STIP;
3. Advance projects that are currently programmed in the STIP;
4. Delay programming their shares until 2022 STIP.

For more detailed information, please refer to the attachments.

#### Recommendation:

*2021 Midcycle STIP:* MCTC staff met with local jurisdiction staff to discuss the programming options. Staff recommends (1) exchanging the STIP funds for state only funds; (2) augment a current programmed project by supplanting local Measure T funds with the Midcycle STIP funds. The project is the SR 99 Madera South project. The Measure T funds will revert to the Measure T flexible funds in the amount of \$831,706; and (3) request to program Planning, Programming, and Monitoring (PPM) funds in the amount of \$43,774 in FY 2021-22.

*State Transportation Block Grant (STBG) Program:* Staff recommends requesting that STBG program funds be exchanged for state only funds. It is unknown at this time how funds will be distributed to the Regions. It is anticipated that the funds may be distributed to Madera local jurisdictions like the RSTP Exchange program, according to per capita. The total amount to be distributed is \$727,996.

**FISCAL IMPACT:**

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

| COVID Relief Funds         |                |                |                        |
|----------------------------|----------------|----------------|------------------------|
| STBG and STIP Distribution |                |                |                        |
| Region/County              | STBGP          | STIP           | STBG and STIP Combined |
| MTC Region                 | \$ 34,593,076  | \$ 30,884,418  | \$ 65,477,494          |
| Alameda                    |                | \$ 6,307,785   |                        |
| Contra Costa               |                | \$ 4,318,672   |                        |
| Marin                      |                | \$ 1,180,951   |                        |
| Napa                       |                | \$ 777,652     |                        |
| San Francisco              |                | \$ 3,203,408   |                        |
| San Mateo                  |                | \$ 3,260,185   |                        |
| Santa Clara                |                | \$ 7,473,199   |                        |
| Solano                     |                | \$ 1,957,358   |                        |
| Sonoma                     |                | \$ 2,405,208   |                        |
| SACOG Region               |                |                |                        |
| Sacramento                 | \$ 6,873,287   | \$ 5,975,285   | \$ 12,848,572          |
| Placer                     | \$ 1,632,588   | \$ 1,632,184   | \$ 3,264,771           |
| El Dorado                  | \$ 729,695     | \$ 874,084     | \$ 1,603,779           |
| Sutter                     | \$ 457,152     | \$ 551,373     | \$ 1,008,525           |
| Yolo                       | \$ 972,557     | \$ 1,155,385   | \$ 2,127,942           |
| Yuba                       | \$ 348,183     | \$ 423,139     | \$ 771,322             |
| TRPA (not inc in S)        | \$ 702,869     | \$ 272,872     | \$ 975,741             |
| SCAG Region                |                |                |                        |
| Los Angeles                | \$ 47,589,281  | \$ 38,188,685  | \$ 85,777,965          |
| San Bernardino             | \$ 9,960,528   | \$ 11,948,858  | \$ 21,909,386          |
| Riverside                  | \$ 10,576,603  | \$ 10,274,559  | \$ 20,851,162          |
| Orange                     | \$ 14,591,402  | \$ 11,770,110  | \$ 26,361,512          |
| Ventura                    | \$ 3,972,460   | \$ 3,965,568   | \$ 7,938,027           |
| Imperial                   | \$ 842,182     | \$ 2,250,149   | \$ 3,092,331           |
| AMBAG Region               |                |                |                        |
| Monterey                   | \$ 2,002,850   | \$ 2,247,919   | \$ 4,250,769           |
| Santa Cruz                 | \$ 1,266,120   | \$ 1,291,195   | \$ 2,557,315           |
| San Benito                 | \$ 266,700     | \$ 414,060     | \$ 680,760             |
| OTHER                      |                |                |                        |
| Alpine                     | \$ 200,000     | \$ 187,855     | \$ 387,855             |
| Amador                     | \$ 200,000     | \$ 426,410     | \$ 626,410             |
| Butte                      | \$ 1,061,606   | \$ 1,262,252   | \$ 2,323,858           |
| Calaveras                  | \$ 219,936     | \$ 509,766     | \$ 729,702             |
| Colusa                     | \$ 200,000     | \$ 337,496     | \$ 537,496             |
| Del Norte                  | \$ 200,000     | \$ 315,063     | \$ 515,063             |
| Fresno                     | \$ 4,535,493   | \$ 4,760,313   | \$ 9,295,806           |
| Glenn                      | \$ 200,000     | \$ 353,449     | \$ 553,449             |
| Humboldt                   | \$ 649,621     | \$ 1,271,043   | \$ 1,920,664           |
| Inyo                       | \$ 200,000     | \$ 1,757,061   | \$ 1,957,061           |
| Kern                       | \$ 4,088,143   | \$ 6,413,591   | \$ 10,501,734          |
| Kings                      | \$ 738,212     | \$ 940,919     | \$ 1,679,131           |
| Lake                       | \$ 312,040     | \$ 551,776     | \$ 863,816             |
| Lassen                     | \$ 200,000     | \$ 807,855     | \$ 1,007,855           |
| Madera                     | \$ 727,996     | \$ 875,480     | \$ 1,603,476           |
| Mariposa                   | \$ 200,000     | \$ 330,334     | \$ 530,334             |
| Mendocino                  | \$ 423,875     | \$ 1,198,132   | \$ 1,622,007           |
| Merced                     | \$ 1,234,325   | \$ 1,561,898   | \$ 2,796,223           |
| Modoc                      | \$ 200,000     | \$ 431,156     | \$ 631,156             |
| Mono                       | \$ 200,000     | \$ 1,305,371   | \$ 1,505,371           |
| Nevada                     | \$ 476,584     | \$ 668,641     | \$ 1,145,225           |
| Plumas                     | \$ 200,000     | \$ 481,706     | \$ 681,706             |
| San Diego                  | \$ 14,995,158  | \$ 13,512,728  | \$ 28,507,886          |
| San Joaquin                | \$ 3,300,215   | \$ 3,244,451   | \$ 6,544,666           |
| San Luis Obispo            | \$ 1,301,129   | \$ 2,382,364   | \$ 3,683,493           |
| Santa Barbara              | \$ 2,045,498   | \$ 2,678,066   | \$ 4,723,564           |
| Shasta                     | \$ 855,186     | \$ 1,380,046   | \$ 2,235,232           |
| Sierra                     | \$ 200,000     | \$ 228,838     | \$ 428,838             |
| Siskiyou                   | \$ 216,664     | \$ 948,836     | \$ 1,165,500           |
| Stanislaus                 | \$ 2,482,961   | \$ 2,398,014   | \$ 4,880,975           |
| Tehama                     | \$ 306,240     | \$ 703,039     | \$ 1,009,279           |
| Trinity                    | \$ 200,000     | \$ 498,797     | \$ 698,797             |
| Tulare                     | \$ 2,149,022   | \$ 2,971,678   | \$ 5,120,700           |
| Tuolumne                   | \$ 267,163     | \$ 550,379     | \$ 817,542             |
|                            |                |                |                        |
| TOTAL                      | \$ 182,364,599 | \$ 182,364,644 | \$ 364,729,243         |

(1)

(1) The difference for the STBGP distribution is due to rounding and the apportionment given to Reno NV

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 24-25, 2021

From: MITCH WEISS, Executive Director

Reference Number: 4.8, Action

Prepared By: Teresa Favila  
Deputy Director

Published Date: March 19, 2021

Subject: Adoption of the 2021 Mid-Cycle State Transportation Improvement Program Guidelines and Share Distribution as a result of COVID-19 Relief Funds, Resolution G-21-40

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2021 Mid-Cycle State Transportation Improvement Program (STIP) Schedule below and the Share Distribution (Attachment B). Staff will bring the Draft 2021 Mid-Cycle STIP Guidelines (Attachment A) and guidelines for the Surface Transportation Block Grant Program component for adoption at the May 12-13, 2021 Commission meeting.

2021 Mid-Cycle STIP Schedule

|   |                  |
|---|------------------|
| Draft Guidelines/Workshop                             | March 9, 2021    |
| Commission adopts Schedule and Share Distribution     | March 24, 2021   |
| List of projects due to the Commission                | April 23, 2021   |
| Commission adopts Guidelines                          | May 12-13, 2021  |
| New projects are presented to the Commission (Notice) | May 12-13, 2021  |
| Commission adopts the new projects                    | June 23-24, 2021 |

Issue:

As presented under Agenda Item 15 (Reference No. 4.3), the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds (COVID-19 Relief funds) apportioned to California are \$911,823,218. From this amount, \$243,152,859 will be distributed through the State Transportation Improvement Program (STIP) as follows: 75 percent through the Regional Improvement Program (\$182,364,599) and 25 percent through the Interregional Improvement Program (\$60,788,215). In order to proceed with the programming and allocation of the funds flowing through the STIP expeditiously, staff proposes the Commission approve the schedule above and the share targets for the 2021

Mid-Cycle STIP. Waiting to incorporate the funds through the normal STIP process, would delay the use of the funds by one year.

The 2021 Mid-Cycle STIP Draft Guidelines will establish the policies and procedures for the development and adoption specific to the distribution of the COVID-19 Relief funds, Attachment A. The permanent STIP Guidelines will apply to the management of the projects that are amended through this cycle. The Draft Guidelines are intended to be streamlined and provide a degree of flexibility for the regions and the state to utilize the funds as soon as possible. The Draft Guidelines were distributed to stakeholders on March 5, 2021. A public workshop was held on March 9, 2021 to discuss the proposed Draft Guidelines and receive public comments. Staff will present final Guidelines for adoption at the May Commission meeting.

#### Highlights of the 2021 Mid-Cycle STIP Draft Guidelines (Attachment A)

- Schedule – The schedule expedites the submittal process by not requiring submittal of a Regional Transportation Improvement Programs or the Interregional Improvement Program. Nominations of new projects for programming in Fiscal Year 2021-22 must be approved by the relevant regional agency board prior to allocation by the Commission and in all cases no later than June 23, 2021. If an agency is unable to program a project by the June 2021 Commission meeting, they will have another opportunity at the August 2021 Commission meeting
- Share targets – All regions and Caltrans will receive share targets. A region or Caltrans may program these share targets even if overprogrammed in the 2020 STIP.
- Planning, Programming, and Monitoring – Regions may program up to 5 percent of the regional share targets for planning, programming and monitoring.
- State Only Funds – A region with a share target of \$3 million or less, excluding regions within an urbanized area with population of over 200,000, may request state-only funds at the time of programming.
- Programming Options – A region or Caltrans may choose to program shares from this cycle in one or more of the following ways:
  1. Add new projects;
  2. Augment projects that are currently programmed in the STIP;
  3. Advance projects that are currently programmed in the STIP; or
  4. Delay programming their shares until the 2022 STIP.

#### Share Targets (Attachment B)

The share targets provided were calculated using the STIP distribution formula. The share targets will not be immediately incorporated into existing share balances due to the need for prompt programming, allocation, obligation, and contract award. The Commission will

incorporate the programming of these shares into existing share balances during the 2022 STIP Fund Estimate scheduled for adoption in August 2021.

**Background:**

Government Code Section 14530.1 requires the Commission to adopt STIP Guidelines that serve as complete and full statement of policy, standards and criteria that the Commission intends to use in selection projects to be included in the STIP. The statute further required the STIP Guidelines be developed in cooperation with the California Department of Transportation, regional transportation planning agencies, county transportation commissions and local agencies.

**Resolution G-21-40:**

Be it Resolved, that the Commission hereby adopts the Share Distribution as presented on Attachment B for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and the schedule for the development of the 2021 Mid-Cycle State Transportation Improvement Program.

Attachments:

- Attachment A: 2021 Mid-Cycle State Transportation Improvement Program Draft Guidelines
- Attachment B: 2021 Mid-Cycle State Transportation Improvement Program Share Targets

**Draft Policies and Procedures Specific to the  
2021 Mid-Cycle State Transportation Improvement Program**

**Coronavirus Response and Relief Supplemental Appropriations Act of  
2021**

The California Transportation Commission (Commission) intends to develop and adopt a 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief Funds). The following policies and procedures address the particular circumstances of the 2021 Mid-Cycle STIP.

- **Schedule.** For projects to be programmed in Fiscal year 2021-22, the following schedule lists the major milestones for the development and adoption of the 2021 Mid-Cycle STIP:

|   |                  |
|---|------------------|
| Draft Guidelines/Workshop                             | March 9, 2021    |
| Commission adopts Guidelines and Share Distribution   | March 24, 2021   |
| List of projects due to the Commission                | April 23, 2021   |
| Commission adopts Guidelines                          | May 12-13, 2021  |
| New projects are presented to the Commission (Notice) | May 12-13, 2021  |
| Commission adopts the new projects                    | June 23-24, 2021 |
- **Subsequent adoption.** The Commission may consider programming additional projects in Fiscal Year 2022-23 and beyond at the August 2021 Commission meeting, with the notice at the June Commission meeting. No STIP Amendments will be consider after August 2021.
- **Funding Distribution.** The Commission will distribute \$243,152,859 (26.7 percent of the COVID Relief Funds) through the 2021 Mid-Cycle STIP. The Regional Improvement Program will receive \$182,364,644 (75 percent) and the Interregional Improvement Program will receive \$60,788,215 (25 percent) of the COVID Relief Funds amount directed to the 2021 Mid-Cycle STIP.
- **Regional Share Targets.** Regional share targets will be calculated based on the amount identified above for the Regional Improvement Program using the STIP share distribution formula. These will be the target shares for each region. There will be no minimum or maximum calculated for these shares.
- **Over programming.** Regions and the state may program these STIP share targets even if overprogrammed in the 2020 STIP.
- **Planning Programming and Monitoring (PPM).** PPM will be calculated based on 5 percent of the regional share targets. Regions will have the option to program PPM up to the amount of PPM identified.

- State Only Funds Exchange. Regions with a share target amount of \$3 million or less may request state only funds at the time of programming, except for the urbanized areas with populations over 200,000 identified in the Federal Highway Administration apportionment notice dated January 15, 2021. A project that is required to be federalized or that has previously received federal funds is not eligible for state-only funding. Projects programmed with state only funds are subject to Article 19 restrictions.
- Programming Options. Regions and the state may choose one or a combination of the following programming options:
  1. Propose New Projects – An agency may choose to program new projects up to their total target amount. For each new project nominated for funding in the 2021 Mid-Cycle STIP, regions and Caltrans shall submit an electronic Project Programming Request (ePPR), identifying the scope, cost, and schedule. Nominations of new projects for programming must be approved by the relevant regional agency board prior to allocation by the Commission and in all cases no later than June 30, 2021. For a project to be programmed in Fiscal Year 2021-22, the ePPRs must be submitted electronically to the Commission by April 23, 2021. The ePPR is located at <https://calsmart.dot.ca.gov/>
  2. Augment Projects - An agency may program additional funds on a currently programmed project to address project cost increases, add scope or supplant local funds with STIP funds. The project must be programmed in Fiscal Year 2021-22 or later.
  3. Advance Projects - An agency may propose to advance projects that are currently programmed in later years of the STIP. Approval of advancing more than the target amount will not be considered unless the project has other funds that are eligible to be advanced. The Commission will not consider advancing projects prior to the June 2021 Commission meeting.
  4. Delay Programming - An agency may choose to delay programming their target shares. Their shares will be accounted for in the 2022 STIP Fund Estimate distribution. No action is required.
- Interregional Program. Caltrans may program projects that are eligible through the State Highway Operations and Protection Program (SHOPP) in the interregional program if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP.
- Allocation Deadline. Projects programmed with these funds must receive an allocation by August 2024. If a project does not receive an allocation by this date, the project will lapse.
- Non-proportion spending. At the time of allocation, the Commission may allow non proportional spending (sometimes referred to as sequential spending) allowing for the expenditures of these funds before other funds allocated on a project specific

basis by the Commission. A project approved for non-proportional spending is not eligible for a supplemental allocation under the authority delegated to Caltrans by Commission Resolution G-12 until all other funds committed to the project have been expended.

- STIP Guidelines. The STIP guidelines shall apply to the management of the projects that are amended into the STIP through this cycle

| State Transportation Improvement Program<br>Program Share Targets and<br>Planning, Programming & Monitoring |                       |                     |  |
|---|-----------------------|---------------------|--|
| County  | Target                | PPM                 |  |
| Alameda   | \$ 6,307,785          | \$ 315,389          |  |
| Alpine  | \$ 187,855            | \$ 9,393            |  |
| Amador  | \$ 426,410            | \$ 21,321           |  |
| Butte   | \$ 1,262,252          | \$ 63,113           |  |
| Calaveras   | \$ 509,766            | \$ 25,488           |  |
| Colusa  | \$ 337,496            | \$ 16,875           |  |
| Contra Costa  | \$ 4,318,672          | \$ 215,934          |  |
| Del Norte   | \$ 315,063            | \$ 15,753           |  |
| El Dorado LTC   | \$ 874,084            | \$ 43,704           |  |
| Fresno  | \$ 4,760,313          | \$ 238,016          |  |
| Glenn   | \$ 353,449            | \$ 17,672           |  |
| Humboldt  | \$ 1,271,043          | \$ 63,552           |  |
| Imperial  | \$ 2,250,149          | \$ 112,507          |  |
| Inyo  | \$ 1,757,061          | \$ 87,853           |  |
| Kern  | \$ 6,413,591          | \$ 320,680          |  |
| Kings   | \$ 940,919            | \$ 47,046           |  |
| Lake  | \$ 551,776            | \$ 27,589           |  |
| Lassen  | \$ 807,855            | \$ 40,393           |  |
| Los Angeles   | \$ 38,188,685         | \$ 1,909,434        |  |
| Madera  | \$ 875,480            | \$ 43,774           |  |
| Marin   | \$ 1,180,951          | \$ 59,048           |  |
| Mariposa  | \$ 330,334            | \$ 16,517           |  |
| Mendocino   | \$ 1,198,132          | \$ 59,907           |  |
| Merced  | \$ 1,561,898          | \$ 78,095           |  |
| Modoc   | \$ 431,156            | \$ 21,558           |  |
| Mono  | \$ 1,305,371          | \$ 65,269           |  |
| Monterey  | \$ 2,247,919          | \$ 112,396          |  |
| Napa  | \$ 777,652            | \$ 38,883           |  |
| Nevada  | \$ 668,641            | \$ 33,432           |  |
| Orange  | \$ 11,770,110         | \$ 588,506          |  |
| Placer TPA  | \$ 1,632,184          | \$ 81,609           |  |
| Plumas  | \$ 481,706            | \$ 24,085           |  |
| Riverside   | \$ 10,274,559         | \$ 513,728          |  |
| Sacramento  | \$ 5,975,285          | \$ 298,764          |  |
| San Benito  | \$ 414,060            | \$ 20,703           |  |
| San Bernardino  | \$ 11,948,858         | \$ 597,443          |  |
| San Diego   | \$ 13,512,728         | \$ 675,636          |  |
| San Francisco   | \$ 3,203,408          | \$ 160,170          |  |
| San Joaquin   | \$ 3,244,451          | \$ 162,223          |  |
| San Luis Obispo   | \$ 2,382,364          | \$ 119,118          |  |
| San Mateo   | \$ 3,260,185          | \$ 163,009          |  |
| Santa Barbara   | \$ 2,678,066          | \$ 133,903          |  |
| Santa Clara   | \$ 7,473,199          | \$ 373,660          |  |
| Santa Cruz  | \$ 1,291,195          | \$ 64,560           |  |
| Shasta  | \$ 1,380,046          | \$ 69,002           |  |
| Sierra  | \$ 228,838            | \$ 11,442           |  |
| Siskiyou  | \$ 948,836            | \$ 47,442           |  |
| Solano  | \$ 1,957,358          | \$ 97,868           |  |
| Sonoma  | \$ 2,405,208          | \$ 120,260          |  |
| Stanislaus  | \$ 2,398,014          | \$ 119,901          |  |
| Sutter  | \$ 551,373            | \$ 27,569           |  |
| Tahoe RPA   | \$ 272,872            | \$ 13,644           |  |
| Tehama  | \$ 703,039            | \$ 35,152           |  |
| Trinity   | \$ 498,797            | \$ 24,940           |  |
| Tulare  | \$ 2,971,678          | \$ 148,584          |  |
| Tuolumne  | \$ 550,379            | \$ 27,519           |  |
| Ventura   | \$ 3,965,568          | \$ 198,278          |  |
| Yolo  | \$ 1,155,385          | \$ 57,769           |  |
| Yuba  | \$ 423,139            | \$ 21,157           |  |
|   | <b>182,364,644</b>    | <b>\$ 9,118,232</b> |  |
| Interregional Program   | <b>\$ 60,788,215</b>  | *                   |  |
| <b>Total for STIP</b>   | <b>\$ 243,152,859</b> |                     |  |



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 5-D

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

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**SUBJECT:**

American Jobs Plan – INVEST in America Act

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

President Joe Biden on March 31, 2021, introduced the American Jobs Plan of 2021. The plan requests \$2.3 trillion over eight years to modernize the nation's infrastructure. This infrastructure plan includes roads, bridges, and ports, but also addresses resiliency, the climate crisis, broadband access, waterways, and housing. To pay for the plan, the president suggests a corporate tax hike over 15 years, among other modifications to the tax code.

President Biden has called on Congress to enact the American Jobs Plan to create jobs, rebuild the country's infrastructure and position the United States to compete against China. The plan includes provisions on wages for essential home care workers, job training, public school buildings, and lead pipe replacement. The ambitious plan is likely to change and meet resistance as Congress develops legislation over the weeks and months ahead. Speaker Pelosi has said that she wants to pass the package by July 4, 2021, it is likely to slip late into the summer or early fall. Here is a link to a summary of the plan:

<https://narc.org/2021/04/01/biden-infrastructure-plan-summary/>

MCTC staff presented preliminary information at its March Policy Board meeting anticipating a quick turnaround in response to the proposed announcement. Staff indicated that "earmarks" may be returning for infrastructure projects. House Transportation and Infrastructure Committee Chairman Peter A. DeFazio is providing an opportunity for Members to submit requests for highway and transit designations.

The following has transpired, not necessarily limited to, since the last MCTC Policy Board Meeting:

1. CalSTA and Caltrans announced its process to request a letter of support from its agency for Congressionally Directed Surface Transportation Project Funding. CalSTA and Caltrans held a meeting on March 22<sup>nd</sup> to discuss its guiding principles and questionnaire for supporting locally sponsored projects with a deadline of March 24<sup>th</sup>.

2. MCTC staff reached out to its local partners, including Caltrans District 6 to assist in the process of filling out the required questionnaire.
3. MCTC staff prepared its package and letter (attached) requesting a letter of support from CalSTA/Caltrans for three Madera regional projects: (1) SR 99 Madera South; (2) SR 41 Expressway; and (3) Madera Amtrak Relocation. Letters of support were also gathered and included in the package submitted to CalSTA/Caltrans (attached).
4. Congressman Costa's office released its Community Project Funding Resource Guide on March 25<sup>th</sup>. The guidance provided a link for stakeholders to submit their initial projects by April 2<sup>nd</sup>.
5. MCTC staff responded to the link provided by Congressman Costa's office for the SR99 Madera South project. County staff submitted for SR 41 Expressway, and SJJPA submitted for Amtrak Relocation.
6. MCTC staff met with Congressman Costa, Caltrans District 6, Supervisor Poythress, and Congressman Costa's staff on April 6<sup>th</sup> to discuss SR99 Madera South project.
7. County of Madera Staff met with Congressman Costa, MCTC staff, Caltrans District 6, developers, and interest groups concerning SR 41 Expressway on April 6<sup>th</sup>.
8. MCTC staff was notified by Caltrans District 6 that CalSTA/Caltrans has denied MCTC's request for a letter of support for SR99 Madera South and SR41 Expressway projects. The reason for denying the request is because the projects do not align with the current statewide transportation goals.
9. MCTC staff has had several calls with Congressman Costa's staff, including an additional call with Congressman Costa on April 9<sup>th</sup>.

#### What's Next?

- MCTC staff is working with Caltrans District 6 staff to develop a lower cost estimate for construction for the SR99 Madera South project. The current estimated construction cost is \$121,500,000. Caltrans District 6 will look at the possibility of phasing the project and the potential of identifying State Highway Operation and Protection Program (SHOPP) funding. Caltrans plans to have an estimate available by the end of April.
- MCTC staff will continue to communicate with Congressman Costa's office as information is developed and released. The process continues to evolve.
- MCTC staff will review the federal RAISE (formerly BUILD and TIGER) Grant when the NOFO is released at the end of April.
- MCTC staff will continue to monitor the American Jobs Plan and the INVEST in America Act for potential funding opportunities.

In summary, there are a couple of processes happening and unfolding at the same time. President Biden released his American Jobs Plan, as noted above; however, passing the plan is complex. There are three main scenarios for how Democrats could possibly pass the

infrastructure package, including the \$2.3 trillion American Jobs Plan, and a forthcoming second plan focused on childcare, health care, and other priorities.

In addition, the House is working on a new transportation infrastructure bill. Fixing America's Surface Transportation Act (FAST Act) is set to expire on September 30, 2021. The House released Investing in a New Vision for the Environment and Surface Transportation in *America (INVEST in America) Act* in June 2020. This is a 5-year, \$494 billion investment to get the existing infrastructure working again and fund new, transformative projects that will create millions of jobs and support American manufacturing and ingenuity while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It is investing in infrastructure that is smarter, safer, and made to last. This is separate from the American Jobs Plan.

*American Jobs Plan*: it is very early in the process, and a lot could and probably will change between now and when Biden's plan is officially introduced in the House as a bill. In addition, there will be a lot of rounds of negotiations between the House and Senate to get a final product. Until we know more, there are three potential rough scenarios for how Biden's \$2.3 trillion infrastructure bills could become law.

1. Budget Reconciliation Bill
2. Pass multiple Budget Reconciliation Bills
3. Democrats and Republicans work together to pass a bipartisan surface transportation reauthorization bill (FAST Act expires September 30, 2021). This bill comes up every five years. House and Senate committees are currently working on this reauthorization bill, as well as a water infrastructure bill. Then, Democrats could still use reconciliation to pass the remaining elements of Biden's infrastructure and jobs plan.

In conclusion, it is anticipated that the American Jobs Plan may be released as a bill late summer. The most likely path for passage is through reconciliation legislation. This blurs the line between the American Jobs Plan and INVEST in America Act (reauthorization). The reconciliation process makes it complicated to know what the bill will contain. It cannot create new policy and must have a budgetary impact. As a result, this would mean no reauthorization and no gas tax increase. Things to consider: (1) this is a proposal and only the first draft; (2) what is the congressional appetite for another reconciliation (the American Rescue Plan was a reconciliation) and multi-trillion-dollar bill? It should be noted, this is NOT the reauthorization of the transportation bill. It is probable that the FAST Act reauthorization gets extended before the expiration deadline of September 30, 2021 and pushed into next federal fiscal year. However, close monitoring of all action on the Hill is necessary.

#### **FISCAL IMPACT:**

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

# Madera County Transportation Commission

## CalSTA/Caltrans Surface Transportation Project Congressionally Directed Funding

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Madera, CA 93637  
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(559) 675-0721

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# Cover Letter



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

March 24, 2021

Diana Gomez, District 6 Director  
Caltrans District 6  
1352 W. Olive Avenue  
Fresno, California 93728

RE: CalSTA/Caltrans Surface Transportation Project Congressionally Directed  
Funding Support Letter Questionnaire – Request for Letter of Support

Dear Ms. Gomez,

The Madera County Transportation Commission (MCTC) is respectfully requesting a letter of support from CalSTA and Caltrans for its regionally significant infrastructure projects to be included for consideration for Community Project Funding through the federal appropriations and reauthorization process. The Madera projects are in alignment with the state's priorities and are of statewide significance. The projects are as follows:

- State Route 99 Madera South – mobility, safety, goods movement, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

#### **State Route 99 Madera South**

The MCTC Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation of new zero-emission vehicle infrastructure to help Madera meet shared

local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

### **State Route 41 Expressway**

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold and Oakhurst, leading into the Sierra Nevada Mountains; it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

### **Madera Amtrak Relocation**

A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The Policy Board believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-

range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Madera County Transportation Commission appreciates your partnership and support in its efforts to complete these important projects. If you have any questions, please contact me at (559) 675-0721 extension 13 or [patricia@maderactc.org](mailto:patricia@maderactc.org).

Sincerely,



Patricia Taylor, Executive Director  
Madera County Transportation Commission

# Questionnaire

## State Route 99 Madera South

**Gavin Newsom**  
Governor

**David S. Kim**  
Secretary

915 Capitol Mall, Suite 350B  
Sacramento, CA 95814  
916-323-5400  
www.calsta.ca.gov

## CalSTA/Caltrans Surface Transportation Project Congressionally Directed Funding Support Letter Questionnaire

- 1) Project Name:  
**SR 99 Madera South – Safety and Gap Closure Project**
- 2) Project Address (and U.S. Congressional District):  
**California's 16<sup>th</sup> Congressional District**
- 3) What type of eligible project under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the U.S. Code is the project request?  
**Construction, Capital Project**
- 4) Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds.  
**Madera County Transportation Commission**
- 5) What is the total project cost? How much Congressionally Directed funding is being requested? How much additional funding will be required to complete the project if the requested Congressionally Directed funding is provided?  
**The total project cost is \$121,500,000. We are requesting the full amount of capital cost and construction support cost. However, it is important to note that this project can be phased if an award is granted in a lesser**

amount. The phasing will occur at a logical terminus, building the northbound and/or southbound lane separately.

- 6) Please identify the specific segment or activity for which project funding is requested.

Project funding requested is for Construction costs.

South Madera 6 Lane (near the City of Madera, from .07 mile north of Avenue 7 to Avenue 12. Widen 4 to 6 Lanes)

- 7) If you are requesting funding for a specific segment or activity, please describe the overall project of which this segment/activity is a part of. South Madera 6 Lane (in Madera County, from North of Fresno-Madera County line to North of Avenue 12. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, and increase vertical clearance at one structure. Electric vehicle charging stations will also be installed to align with California's statewide goals, consistent with Governor Newsom's Executive Order N-79-20.

- 8) Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or State Transportation Improvement Program (STIP)? If yes, please list which one it is included in. Please also link to the TIP/STIP.

California 2020 State Transportation Improvement Program (STIP)

<https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2020-stip/2020325-2020-stip-resolution-a11y.pdf>

Interregional Page 68 of 70, Page 70 of 70

MCTC Federal Transportation Improvement Program (FTIP) Page

<https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>

**MCTC 2019 Federal Transportation Improvement Program (FTIP)**

<https://www.maderactc.org/programming/page/2019-federal-transportation-improvement-program>

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**MCTC 2019 FTIP, Amendment No. 21**

[https://www.maderactc.org/sites/default/files/fileattachments/programming/page/1851/mctc\\_final\\_transmittal\\_2019\\_ftip\\_amendment\\_21\\_r.pdf](https://www.maderactc.org/sites/default/files/fileattachments/programming/page/1851/mctc_final_transmittal_2019_ftip_amendment_21_r.pdf)

**MCTC 2021 Federal Transportation Improvement Program (FTIP)**

[https://www.maderactc.org/sites/default/files/fileattachments/programming/page/4531/mctc\\_2021\\_ftip\\_final\\_2.17.2021\\_r.pdf](https://www.maderactc.org/sites/default/files/fileattachments/programming/page/4531/mctc_2021_ftip_final_2.17.2021_r.pdf)

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**Air Quality Conformity Analysis for the 2018 RTP and the 2021 FTIP**

[https://www.maderactc.org/sites/default/files/fileattachments/programming/page/4531/mctc\\_2021\\_conformity\\_2.17.21\\_r.pdf](https://www.maderactc.org/sites/default/files/fileattachments/programming/page/4531/mctc_2021_conformity_2.17.21_r.pdf)

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**MCTC 2020 Regional Transportation Improvement Program (RTIP)**

[https://www.maderactc.org/sites/default/files/fileattachments/programming/page/2501/2020\\_rtip\\_r.pdf](https://www.maderactc.org/sites/default/files/fileattachments/programming/page/2501/2020_rtip_r.pdf)

Pages 5, 6, 7, 10, 12

Appendix 15 Project Programming Request form

Appendix 18 Detailed Project Programming Summary Table

Appendix 20 Caltrans B/C Calculations

**MCTC 2018 Regional Transportation Plan (RTP), as Amended**

[https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5651/mctc\\_2018\\_rtp\\_am\\_1\\_technical\\_revision.pdf](https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5651/mctc_2018_rtp_am_1_technical_revision.pdf)

Pages 5-10, 5-14

- 9) Please describe the current status of the project and the expected schedule for its completion.

Project Approval and Environmental Document is scheduled to be completed by May 1, 2021. The PS&E phase will begin, and the project has a Ready To List (RTL) date of 8/2/2023 with a Contract Approval of 2/1/2024. Right of Way to begin July 2021.

10) Please describe the process that has been or will be followed to provide an opportunity for public comment on the project.

- Request included in MCTC 2012 Regional Transportation Improvement Program (RTIP)
  - MCTC public review process – no opposition
- Approved in the 2012 State Transportation Improvement Program (STIP)
  - State public review process – no opposition
- Amended into MCTC 2011 Federal Transportation Improvement Program (FTIP)
  - MCTC public review process – no opposition
- Amended into 2010 Regional Transportation Plan (RTP)
  - MCTC public review process – no opposition
- Included in MCTC 2013 Federal Transportation Improvement Program (FTIP)
  - MCTC public review process – no opposition
- Included in MCTC 2014 Regional Transportation Improvement Program (RTIP)
  - MCTC public review process – no opposition
- Approved in the 2014 State Transportation Improvement Program (STIP)
  - State public review process – no opposition
- Included in MCTC 2015 Federal Transportation Improvement Program (FTIP)
  - MCTC public review process – no opposition
- Included in the 2014 Regional Transportation Plan (RTP)
- Not included in the MCTC 2016 Regional Transportation Improvement Program (RTIP) – funding shortfall
- Not included in the 2016 State Transportation Improvement Program (STIP) – funding shortfall
- Included in the MCTC 2017 Federal Transportation Improvement Program (FTIP) – (temporarily removed)
- Included in MCTC 2018 Regional Transportation Improvement Program (RTIP)
  - MCTC public review process – no opposition
- Approved in the 2018 State Transportation Improvement Program (STIP)

- State public review process – no opposition
- Included in MCTC 2019 Federal Transportation Improvement Program (FTIP)
  - MCTC public review process – no opposition
- Included in MCTC 2018 Regional Transportation Improvement Program (RTIP)
  - MCTC public review process – no opposition
- Included in MCTC 2021 Federal Transportation Improvement Program (FTIP)
- MCTC public review process – no opposition
- Caltrans Environmental Public Review – Notice of intent to adopt a mitigated negative declaration and opportunity for a Public Hearing, January/February 2021 – attached is a copy of the public hearing notice that was printed in English and Spanish, circulated in the local newspapers and public locations.

11) What is the NEPA category of action (i.e., Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)?

An Environmental Assessment (EA) with a Finding Of No Significant Impact (FONSI). The CEQA category of action is initial study (IS) with Mitigated Negative Declaration (MND).

12) What is the status of the project's environmental review?

The project completed circulation of the Draft Project Report on March 12, 2021, and there were three comments, which will be addressed in the final preparation of the Environmental Document for approval by May 1, 2021.

13) Have you received letters of support for this project from other agencies/organizations? If so, please list agencies/organizations supporting your project.

The following Letters of Support are attached (additional letters are being collected):

- Caltrans
- MCTC Policy Board
- Madera County Board of Supervisors
- City of Madera
- City of Chowchilla
- Congressman Costa
- Assemblyman Bigelow
- Assemblyman Patterson
- Madera County Economic Development Commission
- Madera County Farm Bureau
- Valley Children's Healthcare
- SJVRPA Directors
- SJV Regional Policy Council
- American Honey Producers Association
- Madera County Public Health
- Camarena Healthcare
- CAPMC
- Additional letters are being collected

14) Does the project have regional or national significance?

This project is vital for the movement of both goods and services of regional and national significance. SR 99 is one of the most heavily traveled non-interstate highways in the nation. On this specific segment, Average Annual Daily Traffic (ADT) is 81,300, with trucks constituting 19% (15,450) of the AADT. Since ADT is expected to double by 2047 to 138,982, proactively increasing the traffic capacity of this link will increase the efficiency and reliability of the route.

The San Joaquin Valley is famous for agricultural production. All eight counties rank within the top ten of California's 58 counties. This project is not only crucial for the region but an important part of the San Joaquin Valley economy and has a role in being a provider of goods on a national and international level.

This project resolves the bottlenecks by closing the gap on this most important lynchpin for goods movement. Safety is a major concern along this segment and this project will alleviate safety concerns.

This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughout, and velocity while improving safety outcomes. The project increases connectivity to employment/production centers (particularly agribusiness related manufacturing and processing), education, services, and other opportunities in the Fresno/Madera region, thereby supporting workforce development and the economy. By providing better access to these important venues, the SR 99 mobility project will contribute to community revitalization, particularly in Madera's economically underserved communities. The project is estimated to create 1,199 local jobs.

- 15) Describe the safety, economic development, equity, mobility, and environmental benefits associated with completion of the project. (Max: 200 words)

This segment of SR 99 sees a diverse group of regular users. Daily, this facility accommodates goods movement traffic, mixed with local and regional commuters, as well as those making long-range state trips. This project is instrumental in ensuring safe and efficient travel may occur for all users and purposes, eliminates harmful emissions from congestion points by closing lane continuity gaps, and provides relief to local roadway systems by making the state route a more reliable facility to utilize during peak periods. SR 99 is intrinsically tied to the economy of the region. Madera County is one of California's top ten agricultural

producers with over \$2 billion value in annual production. Madera County produces a diverse selection of agricultural products and is amongst the state's leaders in fruit, nuts, and dairy production. SR 99 plays a key role in the region's ability to reliably transport these perishable goods across the region to national and international shipping and distribution hubs. This project is in an economically distressed area, highly burdened in both pollution and population characteristics, as assessed by CalEnviroScreen 3.0. Investment in this project is an equitable expenditure to help address these burdens.

- 16) Has the project previously received any federal funding? If yes, please describe.

No federal funding.

- 17) Has the project received any prior funding from a State, local, or private source? If yes, please describe.

| <u>Funding Program</u>                   | <u>Amount</u>       |
|--|---------------------|
| Interregional Transportation Funds (IIP) | \$9,813,000         |
| SR 99 Bond (Prop 1B)                     | \$3,060,000         |
| Trade Corridor Enhancement Funds (SB-1)  | \$4,659,000         |
| Measure T (Local measure)                | \$841,000           |
| <b>Total</b>                             | <b>\$18,373,000</b> |

| <u>Phase</u> | <u>Amount</u>       |
|--------------|---------------------|
| PE           | \$12,873,000        |
| ROW          | \$5,500,000         |
| <b>Total</b> | <b>\$18,373,000</b> |

- 18) Please provide the proposed legislative text (in no more than 250 characters) of the project as you would like it to appear in the bill. (Please note that project line items carry the force of law, and can only be amended through subsequent public laws. If Congressional intent (as established through answers listed on this form, or in letters to the Committee) is different from the legislative text, the entity administering the project is required to adhere to the statutory language.
- State Route 99 lane addition and improvement in Madera County.

Questionnaire  
Question 10 Attachment  
State Route 99 Madera South



# PUBLIC NOTICE



## Notice of Intent to Adopt a MITIGATED NEGATIVE DECLARATION and OPPORTUNITY for a PUBLIC HEARING

(Study Results Available)

### Do you want a public hearing for the State Route 99 Widening Project in Madera County?

#### WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) proposes to widen State Route 99 in Madera County from just north of Avenue 7 to Avenue 12 (post miles 0.1 to 8.1). One lane would be built in each direction in the highway median to create a six-lane highway. Also, the existing lanes and shoulders of State Route 99 would be rehabilitated, and a concrete median barrier would be installed along with an auxiliary lane at the Avenue 12 northbound off-ramp.

#### WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains the reason for this determination is called an Initial Study/Environmental Assessment. This public notice is to inform you that an Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the project is now available for you to review and comment on. This notice also offers you an opportunity to request a public hearing. Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM10 and PM2.5 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

#### WHAT IS AVAILABLE

Beginning February 10, 2021, the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment will be available for review at the following locations:

- Caltrans District Office at 1352 W. Olive Avenue, Fresno, CA 93728, Monday-Friday from 8:00 a.m. to 5:00 p.m.
- Madera County Public Library at 121 North G Street, Madera, CA 93637, Monday and Wednesday from 10:00 a.m. to 6:00 p.m., Wednesday from 9:00 a.m. to 10:00 a.m. for seniors and individuals needing special accommodations, and Saturday from 10:00 a.m. to 3:00 p.m.
- Madera County Government Center at 200 West 4th Street, Madera, CA, 93637, by appointment only through the Madera County Public Works Department at (559) 675-7811 Monday-Friday 8:00 a.m. to 5:00 p.m.
- This document can also be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-6/>

#### WHERE YOU COME IN

Do you have any comments about processing the project with an Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment? Do you disagree with the findings of our study as set forth in the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment? Would you care to make any other comment on the project? Do you want a public hearing regarding changes proposed by the project? Please submit your comments in writing by U.S. mail or email no later than March 11, 2021 to Caltrans Environmental Planning, Attention: Richard Putler, Senior Environmental Planner, 855 M Street, Suite 200, Fresno, CA 93721, or email [richard.putler@dot.ca.gov](mailto:richard.putler@dot.ca.gov). The date Caltrans will begin accepting comments is February 10, 2021. If there are no major comments, Caltrans will proceed with the project's design.

#### CONTACT

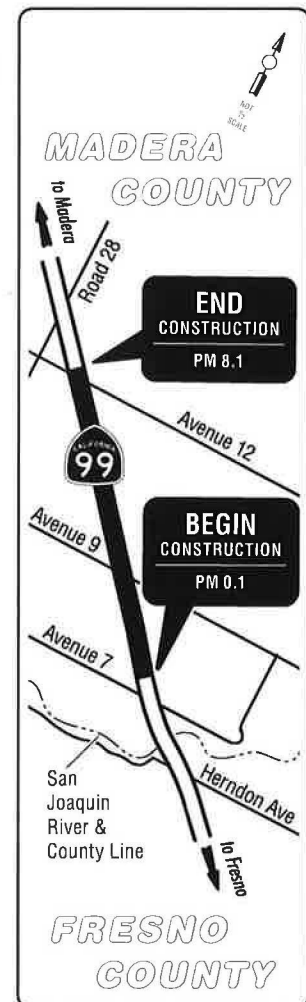
For more information about this project, please contact Anand Kapoor, Project Manager, at (559) 243-3588, or by email at [anand.kapoor@dot.ca.gov](mailto:anand.kapoor@dot.ca.gov) or Richard Putler, Senior Environmental Planner, at (559) 445-5286 or by email at [richard.putler@dot.ca.gov](mailto:richard.putler@dot.ca.gov). For other state highway matters, please contact the District 6 Public Affairs Office at (559) 444-2409.

#### SPECIAL ACCOMMODATIONS

Under the Americans with Disabilities Act of 1990, individuals who require accommodation (American Sign Language interpreter, accessible seating, documents in alternative formats, etc.) are requested to contact the Caltrans District 6 Public Affairs Office by email: [D6.Public.Info@dot.ca.gov](mailto:D6.Public.Info@dot.ca.gov) or by phone: (559) 444-2409. Telecommunication Devices for the Deaf (TDD) users may call 1-800-735-2929 or contact the California Relay Service TTY voice line by dialing 711.

**Comments will be accepted from  
February 10, 2021 to March 11, 2021.**

If there are no major comments  
or requests for a public hearing,  
Caltrans will proceed with the project design.





# AVISO PÚBLICO



## Notificación de intención de adoptar una DECLARACIÓN NEGATIVA MITIGADA y OPORTUNIDAD de AUDIENCIA PÚBLICA

(Resultados del estudio disponibles)

**¿Desea una audiencia pública para hablar del proyecto de ampliar la ruta estatal 99 en el condado de Madera?**

El Departamento de Transporte de California (Caltrans) propone ampliar la ruta estatal 99 en el condado de Madera justo al norte de la Avenida 7 hasta la Avenida 12 (marcador de milla 0.1 a 8.1). El plan es construir un carril en cada dirección sobre la mediana de la ruta para crear una carretera de seis carriles. Además, se planea hacer mejoras a los carriles y arcones existentes de la ruta estatal 99 e instalar una barrera de concreto en la mediana, además de un carril auxiliar en la rampa de salida norte de la Avenida 12.

### ¿POR QUÉ ESTE AVISO PÚBLICO?

Caltrans ha estudiado los efectos de este proyecto en el medio ambiente. Nuestros estudios muestran que no afectará significativamente la calidad del medio ambiente. El informe que explica la razón de esta decisión se llama un estudio inicial / evaluación medioambiental. Este aviso público es para informarle que el estudio inicial con declaración negativa mitigada / evaluación medioambiental propuesto del proyecto está ahora disponible para que usted lo revise y exprese sus comentarios. Este aviso también le ofrece la oportunidad de solicitar una audiencia pública. El análisis de conformidad a nivel de proyecto demuestra que el proyecto estará alineado y en conformidad con el Plan de Implementación del Estado, incluido el análisis de impacto localizado con consulta interinstitucional sobre materias particuladas (PM10 y PM2.5) según requisitos de las Secciones 40 CFR 93.116 y 93.123. Este Proyecto no se considera un proyecto que conlleve riesgos ("Project of Concern") en lo concerniente a materias particuladas (PM10 y PM2.5) tal y como se define en la Sección 40 CFR 93.123(b)(1). No se realizó un análisis de puntos conflictivos ("hot-spot análisis") sobre PM10 y PM2.5, ya que los requisitos que establecen la Ley del Aire Limpio ("Clean Air Act") y la Sección 40 CFR 93.116 se satisfacen sin necesidad de un análisis de puntos conflictivos explícito. El proyecto se deriva de un Plan de Transporte Regional (RTP, por sus siglas en inglés) y un Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) que se ajustan a las normativas. Se solicita la presentación de comentarios sobre el análisis de conformidad a nivel de proyecto.

### ¿QUE ESTÁ DISPONIBLE?

A partir del 10 de febrero de 2021, el estudio inicial con declaración negativa mitigada / evaluación medioambiental estará disponible para ser revisado en los siguientes lugares:

- La oficina de distrito de Caltrans ubicada en 1352 W. Olive Avenue, Fresno, CA 93728, de lunes a viernes entre las 8:00 a.m. y las 5:00 p.m.
- La biblioteca pública del condado de Madera, ubicada en 121 North G Street, Madera, CA 93637, de lunes a viernes entre las 10:00 a.m. y las 6:00 p.m., los miércoles entre las 9:00 y las 10:00 a.m. para los adultos mayores e individuos que necesitan adaptaciones especiales, y los sábados entre las 10:00 a.m. y las 3:00 p.m.
- El centro de gobierno del condado de Madera ubicado en 200 West 4th Street, Madera, CA, 93637, solo con una cita previa que se hace llamando al Departamento de Obras Públicas del Condado de Madera al (559) 675-7811 de lunes a viernes entre las 8:00 a.m. y las 5:00 p.m.
- Este documento también se puede descargar en: <https://dot.ca.gov/caltrans-near-me/district-6/>

### ¿CÓMO PUEDE INVOLUCRARSE?

¿Tiene un comentario sobre el procesamiento del proyecto con un estudio inicial con declaración negativa mitigada/evaluación medioambiental? ¿No está de acuerdo con los hallazgos de nuestro estudio indicados en el estudio inicial con declaración negativa mitigada/evaluación medioambiental? ¿Desea hacer algún otro comentario sobre el proyecto? ¿Quiere una audiencia pública para evaluar los cambios propuestos por el proyecto? Por favor presente sus comentarios por escrito y envíelos por correo postal o electrónico a más tardar el 11 de marzo de 2021 a Caltrans Environmental Planning, atención: Richard Putler, Senior Environmental Planner, 855 M Street, Suite 200, Fresno, CA 93721, o envíe un correo electrónico a [richard.putler@dot.ca.gov](mailto:richard.putler@dot.ca.gov). Caltrans comenzará a aceptar comentarios el 10 de febrero de 2021. Si no hay comentarios mayores, Caltrans seguirá adelante con el diseño del proyecto.

### CONTACTO

Si desea más información de este proyecto, comuníquese con Anand Kapoor, administrador de proyecto, al (559) 243-3588, o por correo electrónico a [anand.kapoor@dot.ca.gov](mailto:anand.kapoor@dot.ca.gov) o con Richard Putler, planificador medioambiental en jefe, al (559) 445-5286 o por correo electrónico a [richard.putler@dot.ca.gov](mailto:richard.putler@dot.ca.gov). Para otros temas de la ruta estatal, llame a la oficina de asuntos públicos del Distrito 6 al (559) 444-2409.

### ADAPTACIONES ESPECIALES

En virtud de la Ley de Americanos con Discapacidades de 1990, se solicita a las personas que requieran adaptaciones (intérprete de lengua de signos americana, asientos accesibles, documentos en formato alternativo, etc.) que se comuniquen con la oficina de asuntos públicos del Distrito 6 de Caltrans por correo electrónico: [D6.Public.Info@dot.ca.gov](mailto:D6.Public.Info@dot.ca.gov) o por teléfono: (559) 444-2409. Quienes usan dispositivos de telecomunicaciones para sordos (TDD) pueden llamar al 1-800-735-2929 o llamar al servicio de retransmisión de California TTY marcando 711.

### PERIODO DE COMENTARIOS PÚBLICOS

**Se aceptarán comentarios desde el 10 de febrero de 2021 hasta el 11 de marzo de 2021.**

Si no hay comentarios mayores o solicitudes de audiencia pública, Caltrans seguirá adelante con el diseño del proyecto.



# Project Fact Sheet

## State Route 99 Madera South



# D6 SOUTH MADERA 6-LANE

FACT SHEET PPNO 6297 MAD-99-PM 0.1/8.1

## The Project

The South Madera 6 Lane (Madera Goods Movement Project) is on State Route (SR) 99 in Madera County from south of Ave 7 to north of Ave 12. It is consistent with the District 6 and Regional Transportation Plans. It continues the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley.

## Project Scope

This project will remove the 4-lane bottleneck on the route between Fresno and Madera by 5.8 miles of median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, increase vertical clearance at one structure, add an auxiliary lane, and upgrade two bridges over creeks.

## The Need

SR 99 is one of the most heavily traveled non-interstate highways in the nation. On this segment, Average Annual Daily Traffic (AADT) is 81,300, with trucks constituting 19% (15,450) of the AADT. Since AADT is projected to nearly double by 2047 to 138,982 (T=26,400), proactively increasing the traffic capacity of this link will increase the efficiency and reliability of the route. Equally important, the enhanced capacity will alleviate safety concerns due to this enormous increase in demand. This project resolves the bottleneck on this major lynchpin for goods movement.

## Project Benefits

This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughput, and velocity while improving safety outcomes. The project increases connectivity to employment/production centers (particularly agribusiness related manufacturing and processing), education, services and other opportunities in the Fresno/Madera region, thereby supporting workforce development and the economy. By providing better access to these important venues, the SR 99 widening will contribute to community revitalization, particularly in Madera's economically underserved communities. The Project is estimated to create 1,199 local jobs.

The Benefits-Cost Analysis (BCA) estimates Emissions Reductions over 20 years will avert 413 tons of Carbon Monoxide; 13,364 tons of Carbon Dioxide; 753 tons of Oxides of Nitrogen and 40 tons of Volatile Organic Compounds. Savings (in millions of dollars) are estimated as: Accident Cost Savings to Passenger Vehicles \$11.0 and Freight \$2.6; and Travel Time Savings to Passenger Vehicles \$373.6 and Freight \$173.0.

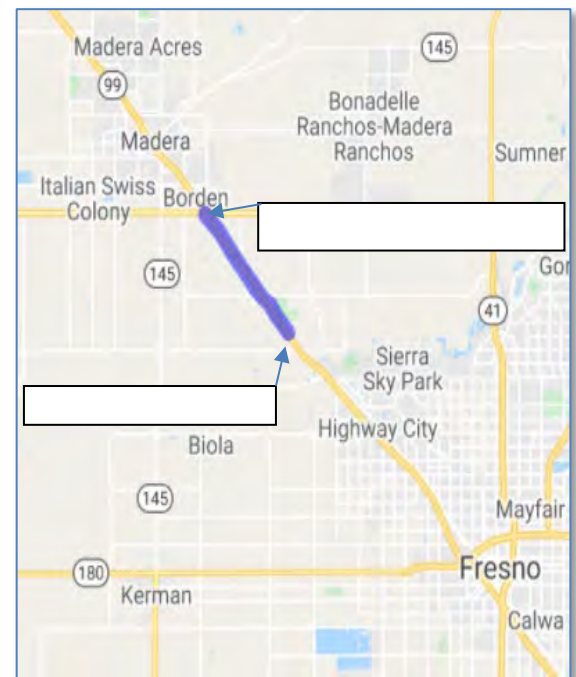


Figure 1

## Local Engagement

This project has both regional and interregional significance and has the support of all major stakeholders. This Caltrans' project is in partnership with Madera County Transportation Commission, which is providing the local match for the TCEP funds.

## Project Funding

| Project Phase              | Cost Estimate               | Funding Source                |
|----------------------------|-----------------------------|-------------------------------|
| PA&ED                      | \$3,413,000                 | ITIP                          |
| PS&E                       | \$6,400,000 and \$3,060,000 | ITIP and SR99 Bond            |
| R/W Support                | \$1,500,000                 | 2020 TCEP Competitive Program |
| R/W Capital                | \$4,000,000                 | 2020 TCEP Competitive Program |
| Construction Support       | \$12,500,000                | Future Need                   |
| Construction Capital       | \$109,000,000               | Future Need                   |
| <b>Total Project Costs</b> | <b>139,873,000</b>          |                               |

## Project Schedule

| Project Phase           | Begin       | End               |
|-------------------------|-------------|-------------------|
| Environmental Clearance | May 2019    | May 30, 2021      |
| Project Design          | July 2021   | August 2023 (RTL) |
| Right of Way            | July 2021   | June 30, 2023     |
| Ready to List Project   |             | August 2023       |
| Construction            | August 2024 | July 2027         |

### Contact Info:

Project Manager: Eric Karlson 559-246-7337 [eric.karlson@dot.ca.gov](mailto:eric.karlson@dot.ca.gov)

MPO: Madera County Transportation Commission

Project Sponsor/Partners: Madera County Transportation Commission

## Elected Officials (Districts)

Assembly: 5

State Senate: 14

U.S. Congressional: 16

# Letters of Support State Route 99 Madera South

March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Transportation Commission Policy Board, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold

and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

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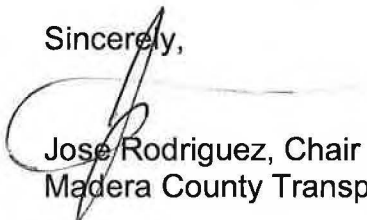
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The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Policy Board appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Jose Rodriguez, Chair  
Madera County Transportation Commission



March 24, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

**RE: Community Project Funding Request – Madera County Infrastructure Projects**

Dear Congressman Costa,

On behalf of City of Madera, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

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the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

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The City of Madera appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink, reading "Arnoldo Rodriguez".

Arnoldo Rodriguez, City Manager  
City of Madera



BRETT FRAZIER, District No. 1  
DAVID ROGERS, District No. 2  
ROBERT L. POYTHRESS, District No. 3  
LETICIA GONZALEZ, District No. 4  
TOM WHEELER, District No. 5

March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

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- State Route 41 Expressway – safety project
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Madera County appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Robert L. Poythress  
Chairman - Madera County Board of Supervisors



March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa:

On behalf of The Madera County Economic Development Commission (MCEDC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

MCEDC fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve product movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this project will stimulate job creation in an area faced with consistent high unemployment.

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*"Madera County, The Perfect Location"*



Page 2

A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. MCEDC believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

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These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. The projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

MCEDC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Bobby Kahn, Executive Director  
Madera County Economic Development Commission



The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of Community Action Partnership of Madera County, Inc. (CAPMC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
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1225 Gill Avenue • Madera, CA 93637 • [www.maderacap.org](http://www.maderacap.org)

Administration / Community Services (559) 673-9173 • Fax (559) 673-3223

Child Care Alternative Payment and Resource & Referral Program (559) 661-0779 • Fax (559) 661-0764

Head Start Child Development Services (559) 673-0012 • Fax (559) 661-8459

Fresno Migrant Head Start • 4610 W. Jacquelyn Ave • Fresno, CA 93722 • (559) 277-8641 • Fax (559) 277-2640

Victim Services Center • 812 W. Yosemite Avenue, Suite 101 • Madera, CA 93637 • (559) 661-1000 / (800) 355-8989 • Fax (559) 661-8389

Page 2

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CAPMC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Mattie Mendez, Executive Director  
Community Action Partnership of Madera County, Inc.

**PRESIDENT**

Kelvin Adee  
PO Box 368  
Bruce, SD 57220  
605-627-5621  
kadee@ahpanet.com

**VICE PRESIDENT**

Chris Hiatt  
36355 Kensington Dr.  
Madera, CA 93636  
559-232-2494  
chrishiatt@ahpanet.com

**TREASURER**

Doug Hauke  
9316 Klondike Drive  
Marshfield, WI 54449  
715-676-2110  
doug@ahpanet.com

**EXECUTIVE SECRETARY**

Cassie Cox  
PO Box 435  
Mendon, UT 84325  
281-900-9740  
cassie@ahpanet.com

**EXECUTIVE COMMITTEE**

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Lecompte, LA 71346  
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j.sanroma@ahpanet.com

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601-928-5865  
stevencoy@ahpanet.com

Doug Hauke  
9316 Klondike Drive  
Marshfield, WI 54449  
715-676-2110  
doug@ahpanet.com

Matt Halbgewachs  
PO Box 228  
Driftwood, TX 78619  
512-740-8610  
matt@ahpanet.com

Scott Hamilton  
7012 Sky Ranch Rd.  
Nampa, ID 83686  
208-250-5344  
scott@ahpanet.com

**PAST PRESIDENT**

Darren Cox  
PO Box 435  
Mendon, UT 84325  
435-232-9429  
darren@ahpanet.com

**LEGISLATIVE CHAIRMAN**

Mark Jensen  
PO Box 162  
Power, MT 59468  
406-463-2227  
mark@ahpanet.com

March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of American Honey Producers Association, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

State Route 99 Madera South – mobility, safety, gap closure project  
State Route 41 Expressway – safety project  
Madera Amtrak Relocation – multi-modal accessibility project

The American Honey Producers Association fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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The American Honey Producers Association appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

Chris Hiatt  
Vice President,  
American Honey Producers Association

# Newspaper Articles State Route 99 Madera South

dangerousroads

State Route 99 Voted 'Most Dangerous U.S. Road'

## State Route 99 Voted 'Most Dangerous U.S. Road'

State Route 99 (SR-99) in California has been voted the most dangerous road in the U.S. Figures show that for every hundred miles, thirty four lives are lost.

As a result, drivers using this route are being warned to drive with extra care, and authorities are implementing new safety features to keep the road as safe as possible.

### Driving difficulties

SR-99 is 400 miles long and is a tricky road for drivers to maneuver. This is particularly the case for young drivers who won't have years of driving experience under their belts. As the road is largely rural, drivers are easily distracted by the boring scenery and this contributes to the total number of accidents that occur on the road. Similarly, almost 90% of young drivers confess to taking risks, such as speeding behind the wheel. The California Highway Patrol state that speeding is a leading cause of accidents on the SR-99, so novice drivers must ensure that they adhere to its 70 mph speed limit.

### Staying safe on the SR-99

Just because there's a 70 mph speed limit on the SR-99 it doesn't mean that drivers have to drive this fast. Other highways in California generally have a top speed restriction of 65 mph, so if drivers are used to and feel most comfortable driving at this speed they should do so on the SR-99. Drivers should also consider the type of car they drive. New cars come with multiple safety features that can aid a journey along the SR-99. Another savvy way of staying safe is to browse and choose the best auto loans as these can help drivers to obtain the funds required to purchase a vehicle that has autonomous emergency braking, adaptive cruise control, and lane assist, all of which will reduce the likelihood of an accident occurring.

### Safety improvements

There are several ongoing projects on the SR-99 which aim to reduce the number of accidents that take place. In August, work started at the interchange between SR 99 and State Route 120 (SR-120) to widen the road and increase the number of lanes from 4 to 6 in the Madera area. Meanwhile, the SR-99 tunnel in Seattle will introduce a tolling system on November 9, 2019. While the main priority of the

toll is to pay back construction bonds and cover maintenance costs, it's hoped that the toll will cut accidents, too as [research shows that tolls reduce congestion](#).

The SR-99 is notorious for being an accident hot spot. But the causes of these accidents are mostly controllable and can be reduced with better driving behavior and with the implementation of even more safety measures.

Photo by Matt Duncan on Unsplash

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<https://www.dangerousroads.org/around-the-world/statistics-and-facts/9683-state-route-99-voted-'most-dangerous-u-s-road'.html>



# The 50 Most Dangerous Roads in America

by Bailey Peterson • updated January 15, 2021

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America is a country of roads. Every state has its own highway system, while nationally there is the interstate and numbered highway system. All in all, there are 2.7 million miles of road in the U.S. — enough to go around the Earth 107.2 times! Not every road has a great safety record though. Some are simply more dangerous than others. In this study we explored the 50 most dangerous roads in America. We go into how often a fatal accident occurs, and what makes these roads dangerous.

## Top Five Most Dangerous Roads in the U.S.

### 1. State Route 99 (California)

62.3 Fatal Accidents per 100 Miles

Deadliest City: Fresno (34 fatal accidents)

### 2. I-45 (Texas)

56.5 Fatal Accidents per 100 Miles

Deadliest City: Houston (51 fatal accidents)

### 3. I-95 (Florida to Maine)

55.1 Fatal Accidents per 100 Miles

Deadliest City: Jacksonville (63 fatal accidents)

#### 4. I-10 (California to Florida)

54.5 Fatal Accidents per 100 Miles

Deadliest City: New Orleans (89 fatal accidents)

#### 5. I-75 (Florida to Michigan)

47.2 Fatal Accidents per 100 Miles

Deadliest City: Detroit (38 fatal accidents)

California Route 99, despite being a relatively shorter highway, had the most fatal accidents per 100 miles of any highway in the nation. The state route which cuts up the center of California had a total of 264 fatal accidents between the years 2011 and 2015. In second place, I-45 in Texas was another short highway, that also had a relative high amount of fatalities. The most major of the five is I-10, a trans-continental that runs from Florida to California. Based on total number of fatal accidents, I-10 has the most at 1,342 in the five years we looked at.

## How Highways Rank for Different Types of Dangers

What makes these highways dangerous? We looked at three factors that contribute often to crashes: weather, lighting and drunk driving, and evaluated which highway was the most dangerous by category. The tables below have the five worst in each category, ranked based on the number of fatal accidents per 100 miles.

## Rainiest and Snowiest Highways

Looking at FARS data from 2011 to 2015, we figured out which highways had the most fatal accidents that occurred in either rain or snow. I-85, which runs from the south up through Virginia, had the highest frequency of fatal accidents in inclement weather. 6.1 fatal accidents occurred under wet conditions per 100 miles per the years we looked at.

| Rank | Highway    | Fatal Accidents per 100 Miles | Fatal Accidents in Rain or Snow |
|------|------------|-------------------------------|---------------------------------|
| 1    | I-85<br>GA | 6.1                           | 41                              |
| 2    | I-5<br>CA  | 5.7                           | 103                             |
| 3    | I-75<br>OH | 5.3                           | 92                              |
| 4    | I-20<br>SC | 4.7                           | 75                              |
| 5    | I-70<br>UT | 4.4                           | 27                              |

## Darkest Highways

Next, we looked at the number of fatal accidents that happened in dark areas, without lighting available. These highways were mostly found in the south and the west, the darkest being the SR 99 in California. On the 500-mile highway, every 100 miles, there were 25 fatal accidents that happened in those dark conditions. Every 100 miles, there were 25 fatal accidents that happened in those dark conditions.

Finally, we looked at which highways had the highest frequency of fatal accidents in the dark. Of the 50 most dangerous highways, 49 of them have fatal accidents in the dark. In the last five years, 1,008 fatal accidents on SR-99 in the last five years have occurred in the dark.

| Rank | Highway       | Fatal Accidents per 100 Miles | Total Fatal Accidents in Dark |
|------|---------------|-------------------------------|-------------------------------|
| 1    | SR-99 (CA)    | 72.3                          | 1,008                         |
| 2    | I-10 (AZ)     | 69.2                          | 271                           |
| 3    | I-65 (AL)     | 68.5                          | 238                           |
| 4    | I-75 (GA, SC) | 65.1                          | 316                           |
| 5    | I-20 (TX, OK) | 64.3                          | 235                           |

## Highways with Most Drunk Drivers

Finally, we looked at which highways had the highest frequency of an accident involving a drunk driver. Solidifying its spot as one of America's most dangerous highways, I-45 where we found nearly 18 total drunk driving accidents for every 100 miles between the years of 2011 and 2015.

| Rank | Highway   | Fatal Accidents per 100 Miles | Total Fatal Accidents with Drunk Driver |
|------|-----------|-------------------------------|---|
| 1    | I-45 (TX) | 17.5                          | 50                                      |

| Rank | Highway     | Fatal Accidents per 100 Miles | Total Fatal Accidents with Drunk Driver |
|------|-------------|-------------------------------|---|
| 1    | SR-99 (Cal) | 62.3                          | 264                                     |
| 2    | I-45 (Tex)  | 56.5                          | 161                                     |
| 3    | I-95 (N.J)  | 55.1                          | 1,061                                   |
| 4    | I-10 (Cal)  | 54.5                          | 1,342                                   |
| 5    | I-75 (Ga)   | 47.2                          | 844                                     |
| 6    | I-85 (N.C)  | 47.1                          | 315                                     |
| 7    | I-5 (Cal)   | 43.9                          | 607                                     |
| 8    | I-20 (Tex)  | 43.0                          | 662                                     |
| 9    | US-17 (Fla) | 38.8                          | 461                                     |
| 10   | I-35 (Tex)  | 37.2                          | 583                                     |

## The 50 Most Dangerous Highways in America

| Rank | Highway             | Length of Road (mi) | Total Fatal Accidents | Deaths per 100 Miles |
|------|---------------------|---------------------|-----------------------|----------------------|
| 1    | SR-99<br>California | 424                 | 264                   | 62.3                 |
| 2    | I-45                | 285                 | 161                   | 56.5                 |
| 3    | I-95                | 1,926               | 1,061                 | 55.1                 |
| 4    | I-10                | 2,460               | 1,342                 | 54.5                 |
| 5    | I-75                | 1,786               | 844                   | 47.2                 |
| 6    | I-85                | 669                 | 315                   | 47.1                 |
| 7    | I-5                 | 1,381               | 607                   | 43.9                 |
| 8    | I-20                | 1,539               | 662                   | 43.0                 |
| 9    | US-17               | 1,189               | 461                   | 38.8                 |
| 10   | I-35                | 1,568               | 583                   | 37.2                 |

| Rank | Highway   | Length of Road (mi) | Total Fatal Accidents | Deaths per 100 Miles |
|------|-----------|---------------------|-----------------------|----------------------|
| 11   | I-84 East | 232                 | 85                    | 36.6                 |
| 12   | I-65      | 887                 | 324                   | 36.5                 |

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## Methodology

To find how dangerous each highway was, we looked at the FARS (Fatality Analysis Reporting System) of the National Traffic and Highway Safety Administration. We took their "Accident" data from 2011 until 2015 and used it to count the number of accidents that occurred on every highway in the U.S. between those years. We then took the number of occurrences and the length of the 50 highways with the most fatal accidents to determine how often a fatality occurred. We used the same data set to determine the number of fatal accidents that happened in rain or snow, darkness and with a drunk driver. Since these highways go over several states, it was difficult to find the average ridership for each highway, so we use the length of the highway as a surrogate.

Bailey is a Research Analyst at ValuePenguin, covering insurance. He graduated from Occidental College with a B.A. in Mathematics and a minor in Computer Science. Bailey's analysis has been featured by CNBC, the Houston Chronicle and the National Transportation Bureau Safety Board.

Editorial Note: The content of this article is based on the author's opinions and recommendations alone. It has not been previewed, commissioned or otherwise endorsed by any of our network partners.

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63°

68°

70°



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## Valley leaders angry about losing funding for Highway 99 projects

by Rich Rodriguez

Tuesday, October 8th 2019

AA

*Caltrans wants to cut funding for road widening in Madera Co. and Tulare*

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The six lane widening from Avenue 7 to Avenue 12 in Madera County is a \$9,000,000 project. Widening 99 through Tulare will cost \$8,000,000.

Deleting the two for now would save \$17,000,000. Governor Newsom's latest executive order diverts gas tax money for roads to fund what he calls bold climate goals and actions.

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Local leaders took their frustrations to the California Transportation Commission meeting in Modesto.

Rob Poythress is a Madera County Supervisor. "This is called swallow this whether you like it or not. There's no conversation. There's nothing going on it's just this is the way it is. Enjoy it."

Assemblyman Devon Mathis of Visalia says the two Valley projects can't wait. "It is

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The Governor's executive order directs state and local agencies to review and update overall operations which includes transportation investments.

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Patricia Taylor is executive director with the Madera County Transportation Commission. "We were not consulted at all. We were not asked for any input on this project."

The California Transportation Commission has the final say on highway construction funding. It's a multi-million dollar decision on freeway projects or climate change.

The Commission will hold one more hearing on highway funding projects Tuesday October 15 in Irvine.

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HIGHWAY 99

# Highway 99 expansion funding cuts elicit angry reactions

By Corin Hoggard

Wednesday, October 9, 2019

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The California State Transportation Agency, or CalSTA, has proposed at least delaying and possibly canceling a couple of projects along the highway -- in Madera and Tulare Counties

**FRESNO, Calif. (KFSN) --** Proposed funding cuts affecting expansion projects on Highway 99 have Central Valley politicians riled up.

Caltrans has proposed at least delaying and possibly canceling a couple of projects along the highway -- in Madera and Tulare Counties.

Construction projects dot Highway 99 in the Valley -- from improvements to bridges and overpasses funded by almost 18 cents a gallon in gas taxes added since November 2017, to an expansion in Madera County between Avenues 12 and 17.

But another expansion between 12 and 7 is one of two Valley projects on which the state transportation agency is hitting the brakes.

"We are outraged by that decision," said Madera County Supervisor Rob Poythress.

The state is saving \$9 million on the Madera County project this year and \$8 million more by deleting a Tulare County project from this year's plans, but local politicians say the agency didn't consult them about canceling plans they made with the agency a year ago. (Caltrans officials emphasized they could resume these projects next year, but admitted that's no guarantee.)

"It's unacceptable to delay improvements to SR-99 and to this corridor, which quite frankly hauls more freight than the entire state of Texas," said Assm. Devon Mathis, (R) Visalia.

Fresno Assemblyman Jim Patterson blames it on Governor Gavin Newsom's September executive order, which he says diverts SB-1 gas tax money to projects like rail.

"This is classic bait and switch," the Republican said. "We were promised streets and roads and highways. We're getting anything but."

The Caltrans ITIP budget sets aside about one-tenth of its 2020 total, \$61 million, for rail and other projects fitting into the executive order, which also calls for using discretionary

transportation money to support housing close to available jobs, and helping lower income people pay for any increases in transportation costs.

But CalSTA secretary David Kim, whose agency includes Caltrans, told Action News it's not SB-1 gas tax money. Their more than \$600 million ITIP budget includes about \$400 million for roads. It gets an estimated \$200 million from SB-1 revenue, according to Patterson's office. But Caltrans says the decision to delay Valley projects came before the executive order.



**Corin Hoggard ABC30**  
about a year ago



Let's go to the numbers on this story:

~\$600 million - CalSTA (Caltrans) ITIP spending plan for 2020.

(<https://dot.ca.gov/.../documents/2020-ocip-draft-itip-a11y.pdf>)

~\$400 million - Caltrans proposed spending on roads.... [See More](#)



ABC30.COM

### Highway 99 expansion funding cuts elicit angry reactions

The California State Transportation Agency, or CalSTA, has proposed at least delaying and pos...

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8

12

"Those who claim the state is canceling projects funded by gas tax dollars are incorrect," Kim said. "Aligning climate goals with transportation goals requires new thinking, not obstructionism."

"What kind of a response is that?" Poythress said of Kim's statement about new thinking. "I mean, it's kind of like, do we all need to go to re-education camps or something? It's just unbelievable."

Poythress and Mathis complained about the proposed deletions to the state transportation commission at a hearing on Tuesday in Modesto.

The commission only has one more public hearing -- in Irvine next week -- but Patterson is asking them to hold one in Fresno before they vote on the spending plan.

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 CA-99 Widening Defunded – Where Is The Money Going?


# CA-99 Widening Defunded – Where is the Money Going?

On October 27, 2019 / By [jamesinclair](#)



Two weeks ago, CBS47 lobbed the following headline: [Gov. Newsom redirects gas tax money to fund railway systems, not highways.](#)

Unfortunately, the reporting was pretty light on details. Where is the money going? Where did the money even come from? CBS got the following statement from Caltrans:

*The state is confronting the climate crisis head on. In doing so, Caltrans will use available transportation*



Hyperloop proposal: Bad joke or attempt to sabotage California HSR project?

August 13, 2013



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January 31, 2012

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*canceling projects funded by gas tax dollars are incorrect. Aligning climate goals with transportation goals requires new thinking, not obstructionism.*

Fair enough, but that's not an answer either.

The media also got quotes from a few very angry republicans who essentially said the Governor was stealing from the gas tax fund and the tax was a bait and switch.

*"I don't understand how this is even legal, from a voter integrity standpoint," (State Sen. Andreas Borgeas, R-Fresno) said Friday during the "Eggs & Issues" forum at Tornino's in Fresno. "The idea that individuals can take money from that pot (when) the voters prescribed exactly where it was intended to go, from a legal standpoint, I don't understand."*

### Fresno Bee

State Sen. Andreas Borgeas should know better.

## Gas Tax Law

Those bait-and-switch claims are a lie. To start, [SB-1](#), the gas tax bill, clearly states how the money gets allocated. For example:

*This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset*

kill infill  
general  
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December  
17, 2014



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September  
2017  
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*The bill would also allocate portions of the revenue from the new transportation improvement fee to the State Transit Assistance Program and to the Transit and Intercity Rail Capital Program. The bill would restrict expenditures of the fee revenues made available to the State Transit Assistance Program to transit capital purposes and certain transit services, and would require a recipient transit agency to comply with various requirements, as specified.*

So to start, the bill was never about just roads, and it clearly said as much on the ballot. There's a lot more in the law about who gets what money, including money for things like planning. In fact, the law even pre-allocated funding based on revenue estimates:

*The revenues estimated to be available for allocation under the act to the state are estimated over the next 10 years to be as follows:*

- (A) Fifteen billion dollars (\$15,000,000,000) for state highway maintenance and rehabilitation.*
- (B) Four billion dollars (\$4,000,000,000) for highway bridge and culvert maintenance and rehabilitation.*
- (C) Three billion dollars (\$3,000,000,000) for high priority freight corridors.*
- (D) Two billion five hundred million dollars (\$2,500,000,000) for congested corridor relief.*
- (E) Eight hundred million dollars (\$800,000,000) for parks programs, off-highway vehicle programs, boating programs, and agricultural programs.*
- (F) Two hundred seventy-five million dollars (\$275,000,000) for the interregional share of the State*

## Transportation

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*(H) Seventy million dollars (\$70,000,000) for transportation research at the University of California and the California State University.*

I highlighted F, because this is the specific section of money we are talking about today. Section A, the \$15,000,000,000 for state highway maintenance and rehabilitation? No change. Section B, the \$4,000,000,000 for highway bridge and culvert maintenance and rehabilitation? No change. Etc.

## Interregional Transportation Improvement Program

What exactly is the Interregional Transportation Improvement Program ?

*The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods across the State of California on highway **and passenger rail corridors** of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline*

*The ITIP is one of many state funding programs that collectively invest in the development, maintenance,*

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### ARCHIVES

February 2021

*and operations of the State Highway System and other components of the state's larger transportation network. These programs cover a wide breadth of areas including high-speed rail, intercity passenger rail, commuter and urban rail, bus transit, waterborne ferry, active transportation, highways, local streets and roads, and general aviation airports.*

That's a pretty broad program, which again is about all forms of transportation, and not just highways. As it turns out, the the law is even more specific about the funding mix:

*At least 60 percent of the program shall be programmed to projects outside urbanized areas on the Interregional Road System (IRRS) and for intercity passenger rail. Of this amount, at least 15 percent (9 percent of the ITIP) must be programmed for intercity passenger rail projects.*

*Up to 40 percent may be programmed to projects anywhere in the State subject to the north/south 40/60 split. Projects may be state highway, mass transit fixed guide-way s, or rail grade separation*

On top of all this, projects funded under this program must meet certain goals, such as accessibility, safety, and reliability.

This is not a new program, and it's something you would expect people like Assemblyman Jim Patterson and State Sen. Andreas Borgeas to know about, before saying stupid things like "When you pay for gas and you pay a gas tax, a railroad is not a highway. This is bait and switch. This is saying one thing and doing something else."

Are they grossly ignorant about the job they are being paid to do by taxpayers, or are they lying?

-  August 2020
-  July 2020
-  May 2020
-  April 2020
-  March 2020
-  February 2020
-  January 2020
-  December 2019
-  November 2019
-  October 2019
-  August 2019
-  April 2019
-  February 2019
-  January 2019
-  August 2018
-  July 2018
-  April 2018
-  March 2018
-  February 2018
-  January 2018
-  November 2017
-  October 2017
-  September 2017



Speed Rail? BART? The proposed Visalia-Hanford rail line?  
The answer is...nothing!?!

The story unfolds in this massive [Caltrans report](#). This is a draft report, as there are two scheduled public meetings where comments are accepted, but little will change. What this report does is look at how much money is actually available (in case revenue was not projected properly, or costs were higher than expected) and allocate it to specific projects. What projects get money will vary based on current needs, the pre-assigned mix of funds, and executive orders like this one:

*Governor Edmond G. Brown issued Executive Order B-30- 15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established.*

To start, there's less money available.

*STIP capacity over the 2020 five-year FE period has decreased compared to the capacity in the 2018 five-year FE period, going from \$3.3 billion in the 2018 FE to \$2.6 billion in the 2020 FE. The decrease is primarily attributable to a high level of pre-existing STIP project commitments for allocated and programmed projects.*

And then taking into account the money that has already been planned for, we get this:

*The 2020 Fund Estimate provides \$52,414,000 in new, additional ITIP funding*

- April 2017
- March 2017
- February 2017
- January 2017
- December 2016
- November 2016
- October 2016
- September 2016
- August 2016
- July 2016
- June 2016
- May 2016
- April 2016
- March 2016
- February 2016
- January 2016
- December 2015
- November 2015
- October 2015
- September 2015
- August 2015

JUL 2021



Which by my math, leaves \$164,000 to hand out. That's nothing.

Then, \$32,494,00 in highway projects were deleted to make money available. This is where funding for the new CA-99 lanes in Tulare and Madera were cut. The other cut highway was 46 in San Luis Obispo.

By the way, the elected representative of that area has appealed directly to the project benefits, rather than throwing a fit like the Fresno area reps.

*Assemblyman Jordan Cunningham, R-San Luis Obispo, called on the California Transportation Commission to reject its staff's proposal. "The widening of Highway 46 provides not only carries an economic benefit, but a safety one, as well," Cunningham wrote in his letter. "The Highway 41/46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average."*

**Fresno Bee**

Of course, he forgets to mention that so little money is left because one of their projects went over budget....

An additional \$8,673,000 was added to the funding pile from money saved on the "Tulare SR 99 Tagus Highway project," and another \$20m from savings from a CA 99 bond.

The end result is "retained \$61,331,000 in uncommitted 2020 ITIP programming capacity to be held in reserve for

- May 2015
- April 2015
- March 2015
- February 2015
- January 2015
- December 2014
- November 2014
- October 2014
- September 2014
- August 2014
- July 2014
- June 2014
- May 2014
- April 2014
- March 2014
- February 2014
- January 2014
- December 2013
- November 2013
- October 2013
- September 2013

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## Priority Rail Projects

Who gets money from these changes is decided based on the executive order, which states that transportation investments must be “near housing, and on managing congestion through innovative strategies that encourage alternatives to driving.”

But what specific projects will get it are not in the report, which is why they’re called uncommitted funds. We DO know what rail projects had previously been allocated funds, which you can see in this map:

- June 2013
- May 2013
- April 2013
- March 2013
- February 2013
- January 2013
- December 2012
- November 2012
- October 2012
- September 2012
- August 2012
- July 2012
- June 2012
- May 2012
- April 2012
- March 2012
- February 2012
- January 2012
- December 2011
- November 2011
- October 2011

 July 2011 June 2011 May 2011 April 2011

 March 2011

February 2011

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It's a mix of projects around the state, with the primary focus being on Amtrak California lines. Incidentally, this is the first I've heard of Fresno getting a second platform at the Amtrak station. That money is not scheduled to be spent until 2022. Maybe they can build high platforms to accommodate the new trains? Currently, the only plan is for "mini-highs" at each station (also in 2022).

The only brand new rail project identified is **Link Union Station**, which is being funded at the expense of “Raymer to Bernson Double Track Project” which was zeroed out

Who should get the uncommitted funds? Well, a lot of hands are out for the cash. Metrolink is apparently arguing that any funds going to them will have the biggest impact on reducing emissions, since they will be able to add more train trips that replace car trips. By electrifying and adding tracks, they can become a serious commuting option for the region. They make a solid argument.

Meanwhile, Central Valley (CV) politicians will argue that the money should stay in the valley, since that's where it was originally going to go.

That's a fair argument, but unfortunately, the CV doesn't have a large bench of projects sitting in line waiting for funds. They want to relocate the Madera station (again), but that project isn't going to really change travel patterns. ACE, in the northern part of the valley, is very well positioned to receive funding, but that won't satisfy politicians from Fresno and Kern.

Maybe Fresno-area politicians shouldn't have put all their eggs in a single 99 shaped basket?

On this blog, my posts and those left by other commentators have complained that much of the CV rail planning focus has been on Sacramento. Well, that shows to me that those folks have their act together. They've been working on those plans for years, and are now harvesting the rewards. So I do expect them to get some of these funds.

I think it's time to ask our politicians why they've dropped the ball on planning. Instead of throwing a fit filled with lies, maybe longtime politicians like Jim Patterson and

HOME



It's 2019, the state is on fire, again. Maybe think about transit for once?

Categories : [Amtrak](#) / [Fresno](#) / [Highways](#) / [Transit](#)

Tags : [99](#) / [borgeas](#) / [executive order](#) / [fresno](#) / [highway](#)  
[99](#) / [kern](#) / [newson](#) / [Patterson](#)

« [New Bill Allows Amtrak California To Sell Bus Tickets Without Restrictions](#)

[Fresno Night Bus Service Expands To Saturdays](#) »

## 7 Replies to “CA-99 Widening Defunded – Where is the Money Going?”



**Matthew Woodward** says:

October 28, 2019 at 12:51 pm

Well, if we really are going to have HSR eventually, why not build rail service along existing ROWs between other valley cities.

For example, why not study connect Dinuba, Reedley, Sanger, Kerman, Mendota, and Firebaugh to Fresno's HSR station with commuter rail? The combined population of these cities is almost 100,000 people. That's a lot of potential passengers

REPLY



HOME



The easiest option would be a commuter rail line along 99, using the existing UP right of way. Most of the cities had stations in the past, including the historic Fresno station behind where the Greyhound was.

Another common sense option would be using the BNSF/Amtrak line to add stations on Herndon, Shaw, and Madera for local transit.

But as I said, Fresno area politicians have never shown interest in planning for this. There's nothing they can point to where money should be spent.

The ONLY Fresno-area rail project I can even remember is when Measure C was supposed to fund "rail consolidation" which was basically moving the UP and BNSF lines into a single corridor.

And the only reason they wanted this was to remove grade crossings to speed up cars.

REPLY

**Matthew Woodward** says:

October 28, 2019 at 4:05 pm

Their priority is speeding up freight huh. It makes now sense why HSR's overpasses are so unaccommodating to pedestrians and bikes. Still though, I never thought of Amtrak Stations in

HOME ▾



Comments  
Responses  
Replies

again should downtown become overcrowded, I can get behind that project.

My other thought was if that same line running through town was abandoned, it could be a nice bus way from downtown to Herndon Ave with some bike facilities paralleling where feasible. There would even be a station in the middle of city college's parking lot. But that's all big IF.

REPLY

**Jeffrey Whitaker** says:

October 29, 2019 at 4:09 pm

Fresno leaders drop the ball on sooo many projects. Then complain and blame when they get fucked. 🙄

REPLY

**James Sinclair** says:

October 30, 2019 at 7:53 am

They've made a career out of complaining on talk radio instead of actually working for their constituents. Much easier to sit in the peanut gallery and complain all day.

REPLY

HOME



Hello!

I shot you an email to the one i have on file from a couple of years ago asking if we could syndicate on SBCAL. LMK if that's ok. thedaymen@gmail.com

REPLY



**James Sinclair** says:

October 31, 2019 at 11:00 am

Hey I didn't get the email, feel free to use the article!

REPLY

## Leave a Reply

Your email address will not be published.

Comment

Name



(<https://gvwire.com>)

## CORONAVIRUS UPDATES

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Letter to Caltrans: Highway 99 widening plans could be hurt by new VMT law (AAFP.com)

### VMT Law Could 'Thwart' Efforts to Finish Highway 99 Widening

by Jim Jakobs (<https://gvwire.com/author/jim/>) • June 16, 2020

SHARE THIS ARTICLE:

Future Central Valley highway projects — including the expansion of Highway 99 to six lanes — will be impeded if Caltrans follows a new controversial state law, a large regional planning agency says.

The San Joaquin Valley Regional Policy Council, which represents more than 60 cities, shared its concerns about Highway 5, and other highways in a letter to the director of Caltrans. The council says that by 2050 the Central Valley will double in size, but it will be unable to “rise” as a region because of restrictive, costly measures in the Vehicle Miles Traveled law.

On July 1, projects will no longer be assessed a fee by how much traffic congestion is created.

Instead, VMT will be applied to new developments. For instance, if a person drives to multiple places a day — work, store, soccer practice, etc. — all of those miles are counted up. Then a VMT fee is calculated for the development. The goal, according to the bill’s supporters, is to reduce greenhouse gas emissions. VMT is the implementation plan for Senate Bill 743, which became law in 2013.

A growing group of bipartisan state lawmakers is urging Gov. Gavin Newsom to delay VMT implementation for two years. In addition, planning agencies representing more than half of California’s 40 million residents, are asking for one- or two-year delays.

**Related Story:** *Powerhouse SoCal Agency Urges Newsom: Delay VMT Law* (<https://gvwire.com/2020/06/11/3-southern-california-government-agencies-send-letters-to-newsom-delay-vmt-law/>).

### **San Joaquin Valley Regional Policy Council Letter to Caltrans**

The San Joaquin Valley Regional Policy Council represents 62 cities on regional transportation and air quality issues. The council is concerned about Caltrans possibly applying its VMT standards on highways used by the agricultural community.

In a June 11 letter to Caltrans Director Toks Omishakin, the council stated that VMT shouldn’t be used for state highway system projects.

“We have made promises to our voters to work with Caltrans to help fund these regional projects through our state sales tax measures,” the council writes. “The interpretation and implementation of SB 743 will impede these construction efforts, and contradicts the commitments we have made to our residents for locally funded highway improvements.”

The council laid out options for Caltrans to consider instead:

- Encourage and provide incentives for teleworking. The COVID-19 pandemic has provided a crash course in demonstrating that technology can be a solution to alleviating traffic congestion, improving air quality, and quality of life, the council pointed out.
- Provide greater incentives for the purchase of electric vehicles, installation of charging stations along state highways, and the retrofitting of homes with proper charging outlets. This would provide for an immediate, cost-effective solution to improving air quality while enhancing mobility for residents, the council said.
- Continue making investments into passenger rail service. This includes augmenting funding for grade-separation projects to enhance safety from cross-traffic, ensuring the reliability of service, and reducing the idling of vehicles at rail intersections. Continued investments in cost-effective and frequent service will help ease congestion and improve air quality, the council said.
- Encourage innovation by transit systems to model service after transportation network companies through offering vanpool service, car sharing, and other alternatives rather than traditional bus routes.
- Ship more containers and goods via freight rail to reduce truck traffic on major arterials such as Highway 99 and Interstate 5. This would greatly enhance safety, slow down road degradation, and alleviate congestion.
- Provide greater incentives for businesses to locate or expand operations in the San Joaquin Valley. This would reduce greenhouse gases, VMT, and is a greater return on investment than building expensive high-density housing in already

**“The interpretation and implementation of SB 743 will impede these construction efforts, and contradicts the commitments we have made to our residents for locally funded highway improvements.” — San Joaquin Valley Regional Policy Council Letter to Caltrans**

densely populated, high-cost metropolitan areas.

Item 5-5-D.

You can read the full letter here.

## San Joaquin Valley Regional Planning Agencies Letter to Caltrans





June 11, 2020

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

**RE: Comments on SB 743 Implementation**

Dear Director Omishakin:

On behalf of the San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council), we appreciate the opportunity to provide comments on the implementation of SB 743. The Policy Council represents the eight county metropolitan planning organizations and the 62 cities of the San Joaquin Valley on regional transportation and air quality issues. We have serious concerns about the implementation of SB 743, and its potential adverse effects on major goods movement transportation projects, and on housing and transportation cost for our disadvantaged communities.

Under SB 743, Caltrans and other California Environmental Quality Act (CEQA) practitioners, will adopt new guidance for CEQA significance determinations, including identifying the best approach for analyzing vehicle miles traveled (VMT) and induced travel for new projects. This effort stems from SB 743, which established special administrative and judicial review procedures under CEQA for the City of Sacramento's Golden 1 Sports Center. The bill, however, has been construed as providing guidance on reforming transportation and CEQA planning practices statewide, rather than for a specific project.

The San Joaquin Valley is the heart of California's transportation system, and is a major generator of economic activity within California. A significant majority of our agricultural commodities are transported by truck primarily using State Route 99, Interstate 5 and other major east-west corridors. Many of the transportation projects that are currently identified for construction through existing regional sales tax measures will improve these state highways and eliminate dangerous congestion

Document

◀ 1 of 3 ▶

+ = 100%



### Building Industry Association of Fresno & Madera Counties

Mike Prandini, president and CEO of the BIA of Fresno and Madera Counties, says he's read all the documents about VMT's impact on the state highway system. He's still not clear about VMT's impact on highway projects.

"Along with a host of public officials in the Central Valley, I am concerned that the restrictions on capacity expanding projects may thwart our region's effort to finish the widening of Highway 99 to six lanes," Prandini said. "However, since the widening of Highway 99 has been considered a safety project, it may not be impacted. We just don't know."

## Fresno COG and Fresno County Transportation Authority

The Fresno Council of Governments shares the same concern Prandini has about the vague nature of VMT's impact on the state highways.

"Fresno COG has expressed its technical concerns with the SB 743 modeling process, along with most of the other RTPAs in the state," said Fresno COG Director Tony Boren.

Fresno County Transportation Authority Executive Director Mike Leonardo has implementation responsibility for the projects Fresno COG plans on the state highway system.

Leonardo and Boren issued a joint statement to GV Wire:

"With regards to project delivery, full guidance from Caltrans on how pipeline projects will be subject to these new provisions remains uncertain at this point. It is possible our remaining Measure C projects might be determined to be exempt. However, there is serious concern with Fresno COG /FCTA as to what impacts SB 743 will have on the development of our upcoming MC III Expenditure Plan as we move forward with that regional planning process."

**Related Story:** [In Suing California, Group Says Law Will Keep Grandparents From Seeing ...](https://gvwire.com/2020/06/11/in-suing-california-group-says-law-will-keep-grandparents-from-seeing-grandchildren/)

(<https://gvwire.com/2020/06/11/in-suing-california-group-says-law-will-keep-grandparents-from-seeing-grandchildren/>)

## Associated General Contractors of California

AGC of California is the state's largest construction trade association providing advocacy and services for general contractors and construction-related firms.

In a statement to GV Wire, an AGC spokesperson said, "There will certainly be significant impacts that may very well take more money 'off grade' and increase the costs of our public infrastructure at a time when we cannot afford it."

The spokesperson also said, "While the dialogue has been going on for several years regarding this transition from level of service to vehicle miles traveled, any further decisions and implementation should be postponed until we are fully out of the current crisis, have a very clear picture of the state's revenues, and can figure out how to incorporate the new mandates into the current planning system."

## Watch: How VMT Is Calculated

What is VMT?



### **Caltrans VMT Guidance Document: Unclear Answer**

Caltrans posted a [document online \(https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-04-13-qanda-sb473guidancedocs-a11y.pdf\)](https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-04-13-qanda-sb473guidancedocs-a11y.pdf) titled, "Q&A Caltrans Guidance Documents for SB743 (VMT) Implementation."

The seventh item attempts to answer the question: "I've been working on my project for the past year or so; will I have to analyze induced VMT on my project to comply with SB 743?"

The answer: "possibly."

Caltrans writes, "Some environmental reviews that reached Caltrans' Milestone 020 after December 2018 and before September 15, 2020, may be revised to include VMT analysis, as discussed in the Implementation Timeline Memorandum."

### **Highway 99 Widening Projects**

Public information officer Laurel Goddard of the California Transportation Commission confirms to GV wire by email that several projects in the Central Valley were approved for funding.

The commission approved funds for the design phase of several projects.

- Madera County Highway 99 widening: \$3.06 million for fiscal year 2021-2022 and \$6.4 million from the State Transportation Improvement Fund for fiscal year 2021-2022
- Tulare County Highway 99 widening: \$2.070 million for fiscal year 2021-2022 and \$4.3 million from the State Transportation Improvement Fund for fiscal year 2021-2022

Several sections of Highway 99 are scheduled for expansion. See the maps below.



(<https://media.gvwire.com/wp-content/uploads/2020/06/15095940/image-2.png>)

MERCED COUNTY: State Route 99 north and south of the project area is an existing six-lane freeway. Construction for the northbound project is funded with Trade Corridor Enhancement Program (TCEP) funds. The southbound project is scheduled for Construction in FY 2021-22. (Caltrans)



(<https://media.gywire.com/wp-content/uploads/2020/06/15095820/image-1-1.png>).

**MADERA COUNTY:** This project will widen a segment of SR 99 from Avenue 12 to Avenue 17 in Madera County. With the availability of Proposition 1B State Route 99 Bond savings from other projects in this corridor, this project was delivered in October 2018 using those savings and is currently under construction. (Caltrans)



(<https://media.gvwire.com/wp-content/uploads/2020/06/15095820/image-1.png>)

**TULARE COUNTY:** The improvements in this segment are part of a long-range strategy to improve SR 99 southwards from Kingsburg to Delano. (Caltrans)

**Related Story:** [Clovis City Manager Says July 1 Law 'Real Hindrance' to ...](https://gvwire.com/2020/06/05/clovis-city-manager-says-new-july-1st-law-will-be-a-real-hindrance-to-development/) (<https://gvwire.com/2020/06/05/clovis-city-manager-says-new-july-1st-law-will-be-a-real-hindrance-to-development/>)

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## Commission approves program for State Route 99 Widening Project

At its December meeting, the California Transportation Commission awarded Caltrans and Madera County Transportation Commission \$4,659,000 in Trade Corridor Enhancement Program funding for the right of way and capital support of the Madera South Widening Project (\$1,864,000 from statewide TCEP funds and \$2,795,000 from regional corridor TCEP funds).

The project is on State Route 99 in Madera County from south of the Avenue 7 to north of the Avenue 12. Enhancement of this section of SR 99, which travels through southern Madera County, is needed to improve truck freight mobility and travel time reliability, preserve acceptable facility operation, improve safety, and reduce congestion.

As a regionally significant component of the national goods movement network, the widening of this section of SR 99 Project will provide the following benefits:

- Improve safety
- Reduce congestion
- Improve the flow of goods and services for the region and the State and provide the catalyst for regional and local generation of jobs
- Improve greenhouse gas emissions

Four years ago, the Madera County region was hit hard by a funding shortfall from the 2016 State Transportation Improvement Program. The gas tax revenue established by SB 1 allowed the CTC to restore many projects that were cut, including the SR 99 mobility projects in Madera County.

"The residents of Madera County are very pleased to learn about the approval of the TCEP grant," said Madera County Supervisor Robert Poythress. "This funding is a positive step toward the completion of the SR 99 improvements between Ave 12 and Ave 7. The improved freeway will substantially increase traffic safety, lower emissions caused by gridlock, and provide more efficient and effective movement of goods and services."

A link to the California Transportation Staff Report is available on the Commission's website, here (Tab 22): <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2020/2020-12/000-ata.pdf>.

The Madera County Transportation Commission is comprised of the cities of Chowchilla, Madera, and Madera County. MCTC is the Metropolitan Planning Organization, the Regional Transportation Planning Agency and the Transportation Authority for the Madera Region. MCTC addresses regional transportation issues.

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# Questionnaire

## State Route 41 Expressway

**Gavin Newsom**  
Governor

915 Capitol Mall, Suite 350B  
Sacramento, CA 95814  
916-323-5400  
www.calsta.ca.gov

**David S. Kim**  
Secretary

## CalSTA/Caltrans Surface Transportation Project Congressionally Directed Funding Support Letter Questionnaire

- 1) **Project Name**  
  
Madera 41 South Expressway
- 2) **Project Address (and U.S. Congressional District)**  
  
16th U.S. Congressional District  
Segment of SR 41 between Avenue 10 ½ and Avenue 15 (10 miles north of Fresno)
- 3) **What type of eligible project under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the U.S. Code is the project request?**  
  
Construction and Operational Improvements of a Highway
- 4) **Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds.**  
  
Madera County Transportation Commission (Regional); Madera County (Local Government)
- 5) **What is the total project cost? How much Congressionally Directed funding is being requested? How much additional funding will be required to complete the project if the requested Congressionally Directed funding is provided?**

|                                     |                      |
|-------------------------------------|----------------------|
| Total Project Cost                  | \$ 115,000,000       |
| <b>Congressional Directed Funds</b> | <b>\$ 89,000,000</b> |
| Future Phase Funds                  | \$0                  |
| Programed Funds                     | \$ 26,000,000        |

- 6) Please identify the specific segment or activity for which project funding is requested.

Construction along the 4 mile-mile segment of SR 41 between Avenue 10 ½ and Avenue 15.

- 7) If you are requesting funding for a specific segment or activity, please describe the overall project of which this segment/activity is a part of.

Requested funding will apply to the full project

- 8) Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or State Transportation Improvement Program (STIP)? If yes, please list which one it is included in. Please also link to the TIP/STIP.

This project is currently included in the 2014 Regional Transportation Plan (RTP) and the 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (RTP/SCS) as a Constrained Capacity-Increasing Project.

[https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5651/mctc\\_2018\\_rtp\\_am\\_1\\_technical\\_revision.pdf](https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5651/mctc_2018_rtp_am_1_technical_revision.pdf)

- 9) Please describe the current status of the project and the expected schedule for its completion.

|                         |                               |
|-------------------------|-------------------------------|
| Environmental Clearance | Completed in May 2020         |
| Preliminary Engineering | In Progress, Due 12/2021      |
| Right of Way            | In Progress, Due 3/2022       |
| Construction Begins     | Spring 2023 (Pending Funding) |

- 10) Please describe the process that has been or will be followed to provide an opportunity for public comment on the project.

A Public Information Meeting (Scoping) was held at the Rolling Hills Fire Station on June 16, 2015 for the public to review and comment on the two Build Alternatives and

the No Build Alternative for this proposed project. Comments were solicited from developers, homeowners, businesses, school district and US Environmental Protection Agency and National Environmental Policy Act Reviewer.

A Public Hearing was held at the Ranchos Middle School on January 11, 2017 for the public to review and comment on this proposed project. Comments varied between endangered species concerns and impact to existing local community.

Focus and general meetings will continue to be held with stakeholders through the duration of the project.

- 11) What is the NEPA category of action (i.e., Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)?**

NEPA was satisfied with an EA

- 12) What is the status of the project's environmental review?**

The environmental review phase is complete

- 13) Have you received letters of support for this project from other agencies/organizations? If so, please list agencies/organizations supporting your project.**

Madera County Transportation Commission (attached)

Madera County Economic Development Commission (attached)

Community Action Partnership of Madera County (attached)

Adjacent Landowners (to be provided by 3/30/21)

Additional Letters of Support are currently being collected

- 14) Does the project have regional or national significance?**

Regionally, this corridor is a principal route for residential and commercial traffic.

Nationally, this corridor helps to transport the agricultural commodities of the San Joaquin Valley to rail, freight, and port terminals for worldwide distribution. The route is also listed on the National Highway Network, is designated as Regionally Significant. SR 41 is a Federal-Aid National Highway System Route functionally classified as a

principal arterial from the San Luis Obispo County line to its end at the entrance to Yosemite National Park in Mariposa County.



SR 41 is a State Terminal Access (STA) route that allows use by specific larger trucks under the Federal Surface Transportation Act of 1982 (STAA). The Project is well aligned with the R.O.U.T.E.S. Initiative.



SR 41 is the main access road to the foothill communities of Coarsegold and Oakhurst and offers an alternate route to the town of Mariposa. As SR 41 reaches the foothills it passes through, and provides primary access to,



Disadvantaged and Severely Disadvantaged Communities. It also provides access to many recreation areas within the Sierra National Forest including the Sierra Vista Scenic Byway. In addition, this route provides access to the southern entrance into Yosemite National Park, which is national and international destination.



SR 41 provides a reliable evacuation route for residents in eastern Madera County during large wildfire events. In the last four years, 7 wildfires greater than 5,000 acres required SR 41 to be used as an evacuation route.

- 15) Describe the safety, economic development, equity, mobility, and environmental benefits associated with completion of the project. (Max: 200 words)



**Improve Safety:** Elimination of unprotected left turns, widening shoulders, addition of separated medians, and adding an undercrossing at Avenue 11 to eliminate at grade conflicts.



**Support Smart Growth:** Promote and support planned sustainable communities along the project corridor which relieve congestion by allowing people to live in proximity to employment centers.



**Address Current Climate Risk:** Improve environmental impacts of transportation facilities through reduced Vehicle Miles Traveled (VMT), Improved Air Quality, providing non-motorized transportation options, and smart stormwater management.



**Improved Traffic Management with ITS:** installation of fiber optic lines for ITS connection, traffic signal interconnect, closed circuit television cameras, capacity for future autonomous vehicle infrastructure.



**Support for Zero Emission Vehicles:** Signage will direct travelers along SR 41 to EV Charging Stations being installed by local projects adjacent to this widening.



**Promote Active Transportation:** Provide Class III bike lane along the full length of the project and provide modern dedicated facilities at intersections. A principal of sustainable developments along this corridor is to facilitate commuting with non-motorized forms of transportation.



**Further the goals of the R.O.U.T.E.S. initiative** by improving safety and bringing this rural highway up to a state of good repair.

- 16) Has the project previously received any federal funding? If yes, please describe.

This project has not received Federal Funding

- 17) Has the project received any prior funding from a State, local, or private source? If yes, please describe.

In addition to Traffic Impacts Fees, the County is working with private landowners to contribute \$300,000 to \$500,000 to this project.

|                          |                   |
|--------------------------|-------------------|
| State                    | \$ 0              |
| Local (Road Impact Fees) | \$ 26 M           |
| Private                  | \$ 0.3 - \$ 0.5 M |

- 18) Please provide the proposed legislative text (in no more than 250 characters) of the project as you would like it to appear in the bill.  
(Please note that project line items carry the force of law and can only be amended through subsequent public laws. If Congressional intent (as established through answers listed on this form, or in letters to the

Committee) is different from the legislative text, the entity administering the project is required to adhere to the statutory language.

Madera 41 South Expressway Highway Improvement Project North of Fresno  
California

# Project Fact Sheet

## State Route 41 Expressway



## Madera 41 South Expressway

WE REQUEST YOUR SUPPORT IN ORDER TO  
DELIVER A MEANINGFUL CONSTRUCTION  
PROJECT ALONG THIS CORRIDOR



### Project Scope



The California Department of Transportation (Caltrans) proposes to convert several miles of a rural highway to a modern expressway in support of smart growth.

- Widen 4 mile segment of SR 41 from a two-lane rural highway to a controlled access four-lane facility
- Improve safety through reduction of unprotected left turns, new center median, improved sight distance, widened shoulders, refreshed striping and signing throughout, installation of Intelligent Transportation Systems (ITS) technologies, and modern pedestrian and cyclist infrastructure at intersections.
- Improve at grade intersection layouts to current Caltrans standards

### Cost and Schedule

|                        |                          |
|------------------------|--------------------------|
| Environmental Approval | Complete                 |
| Right of Way           | On-Track for Spring 2022 |
| <b>Construction</b>    | <b>Spring 2023</b>       |

| Project Cost<br>\$115,000,000 |                        |
|-------------------------------|------------------------|
| Earmark<br>\$89 M             | Private<br>\$0.3 0.5 M |
|                               | Local<br>\$26 M        |

### Long Term Outcomes



**Improve Safety:** Elimination of unprotected left turns, widening shoulders, addition of separated medians, and adding an undercrossing at Avenue 11 to eliminate at grade conflicts.



**Support Smart Growth:** Promote and support planned sustainable communities along the project corridor which relieve congestion by allowing people to live in proximity to employment centers.



**Address Current Climate Risk:** Improve environmental impacts of transportation facilities through reduced Vehicle Miles Traveled (VMT), Improved Air Quality, providing non-motorized transportation options, and smart stormwater management.



**Improved Traffic Management with ITS:** installation of fiber optic lines for ITS connection, traffic signal interconnect, closed circuit television cameras, capacity for future autonomous vehicle infrastructure.



**Support for Zero Emission Vehicles:** Signage will direct travelers along SR 41 to EV Charging Stations being installed throughout the corridor.



**Resiliency Against Wildfires:** Provide a reliable evacuation route for residents in eastern Madera County during large wild fire events. In the last four years, 7 wildfires greater than 5,000 acres required SR 41 to be used as an evacuation route.



**Further the goals of the R.O.U.T.E.S. initiative** by improving safety and bringing this rural highway up to a state of good repair.

# Letters of Support State Route 41 Expressway

March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Transportation Commission Policy Board, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold

and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The Policy Board believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Policy Board appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Jose Rodriguez, Chair  
Madera County Transportation Commission



March 24, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

**RE: Community Project Funding Request – Madera County Infrastructure Projects**

Dear Congressman Costa,

On behalf of City of Madera, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The City of Madera fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold and Oakhurst, leading into

the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The City of Madera believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The City of Madera appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink, reading "Arnoldo Rodriguez".

Arnoldo Rodriguez, City Manager  
City of Madera



BRETT FRAZIER, District No. 1  
DAVID ROGERS, District No. 2  
ROBERT L. POYTHRESS, District No. 3  
LETICIA GONZALEZ, District No. 4  
TOM WHEELER, District No. 5

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Sincerely,



Robert L. Poythress  
Chairman - Madera County Board of Supervisors



March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa:

On behalf of The Madera County Economic Development Commission (MCEDC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
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*"Madera County, The Perfect Location"*



Page 2

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MCEDC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Bobby Kahn, Executive Director  
Madera County Economic Development Commission



The Honorable Jim Costa  
 2081 Rayburn HOB  
 United States House of Representatives  
 Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of Community Action Partnership of Madera County, Inc. (CAPMC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

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1225 Gill Avenue • Madera, CA 93637 • [www.maderacap.org](http://www.maderacap.org)

Administration / Community Services (559) 673-9173 • Fax (559) 673-3223

Child Care Alternative Payment and Resource & Referral Program (559) 661-0779 • Fax (559) 661-0764

Head Start Child Development Services (559) 673-0012 • Fax (559) 661-8459

Fresno Migrant Head Start • 4610 W. Jacquelyn Ave • Fresno, CA 93722 • (559) 277-8641 • Fax (559) 277-2640

Victim Services Center • 812 W. Yosemite Avenue, Suite 101 • Madera, CA 93637 • (559) 661-1000 / (800) 355-8989 • Fax (559) 661-8389

Page 2

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CAPMC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Mattie Mendez, Executive Director  
Community Action Partnership of Madera County, Inc.

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March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of American Honey Producers Association, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

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State Route 41 Expressway – safety project  
Madera Amtrak Relocation – multi-modal accessibility project

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The American Honey Producers Association appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

Chris Hiatt  
Vice President,  
American Honey Producers Association

# Newspaper Articles State Route 41 Expressway

**WEATHER ALERT** High Wind Warning

## DEVELOPMENT

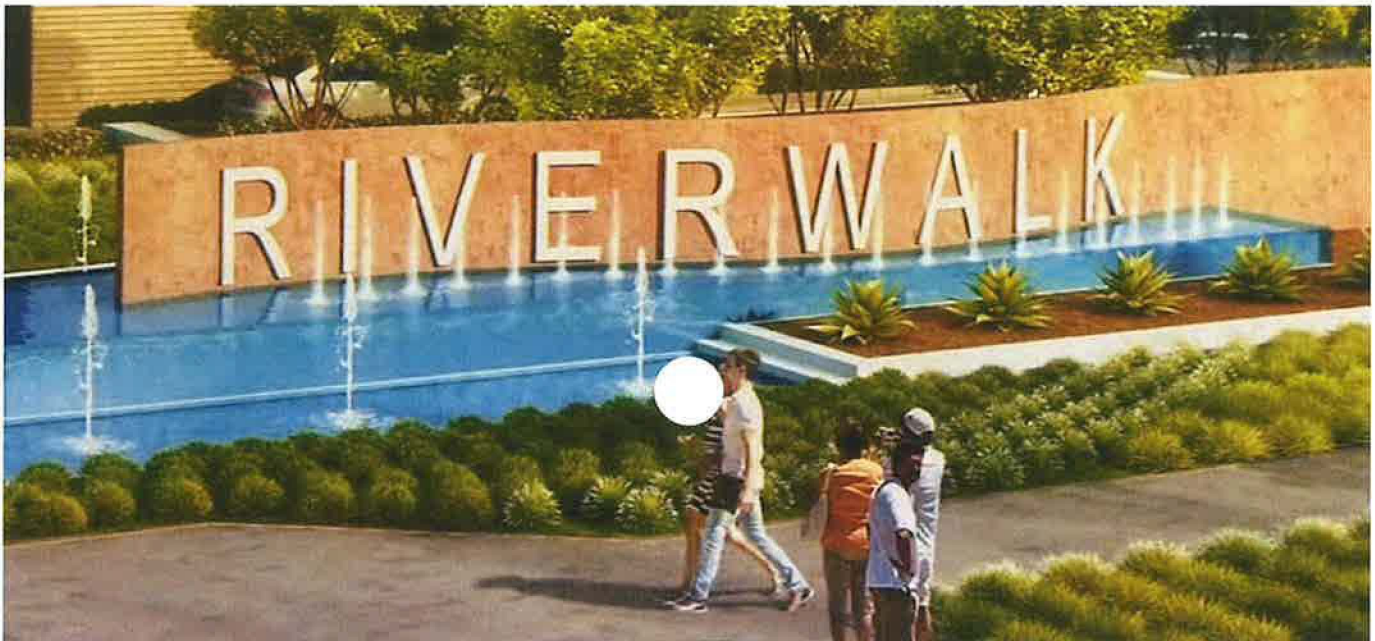
## Madera County to get new commercial and residential development - Riverwalk

Thursday, October 17, 2019

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A developer in Madera County is creating Riverwalk, a place where people can shop, eat and even work next to a river that will flow through.

**MADERA COUNTY, Calif. (KFSN) --** Hundreds are attending a groundbreaking ceremony for a new commercial and residential development in Madera County.

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00:08 / 00:12

SKIP AD

That same developer is creating Riverwalk right across the street - a place where people can shop, eat and even work next to a river that will flow through.

It may not look like much now.

But the dirt lot with parked bulldozers will soon transform into a commercial and residential development.

Riverstone has been years in the making.

Developer Timothy Jones says the 90 acre property, located just off Avenue 12 and Highway 41 in Madera County, will have 11,000 square foot buildings for retail shopping and a 40,000 square foot office building.

"If you think of Santana row, which is in San Jose, that's the image we're going to build and hopefully better," Jones says.

Renderings of the development were on display at the groundbreaking ceremony Thursday.

Local business owner Daniel Riley is already considering opening up a commercial brewery here.

He says the ea:

"We're right off business 41, there is good semi truck access, there is a good strong community here that'll be able to get our product and we have a good mix of everything."

And with this major project comes concerns for traffic.

Jones tells us expansion of the freeway is already in the works with contractors and they are set to get started soon.

"They should complete their fall of 2022 and they should start the four laning of 41 freeway to next down to 12 to 15. Traffic should not be a problem," he says.

Construction has already started.

By the end of next year, the first phase of this project is expected to be here.

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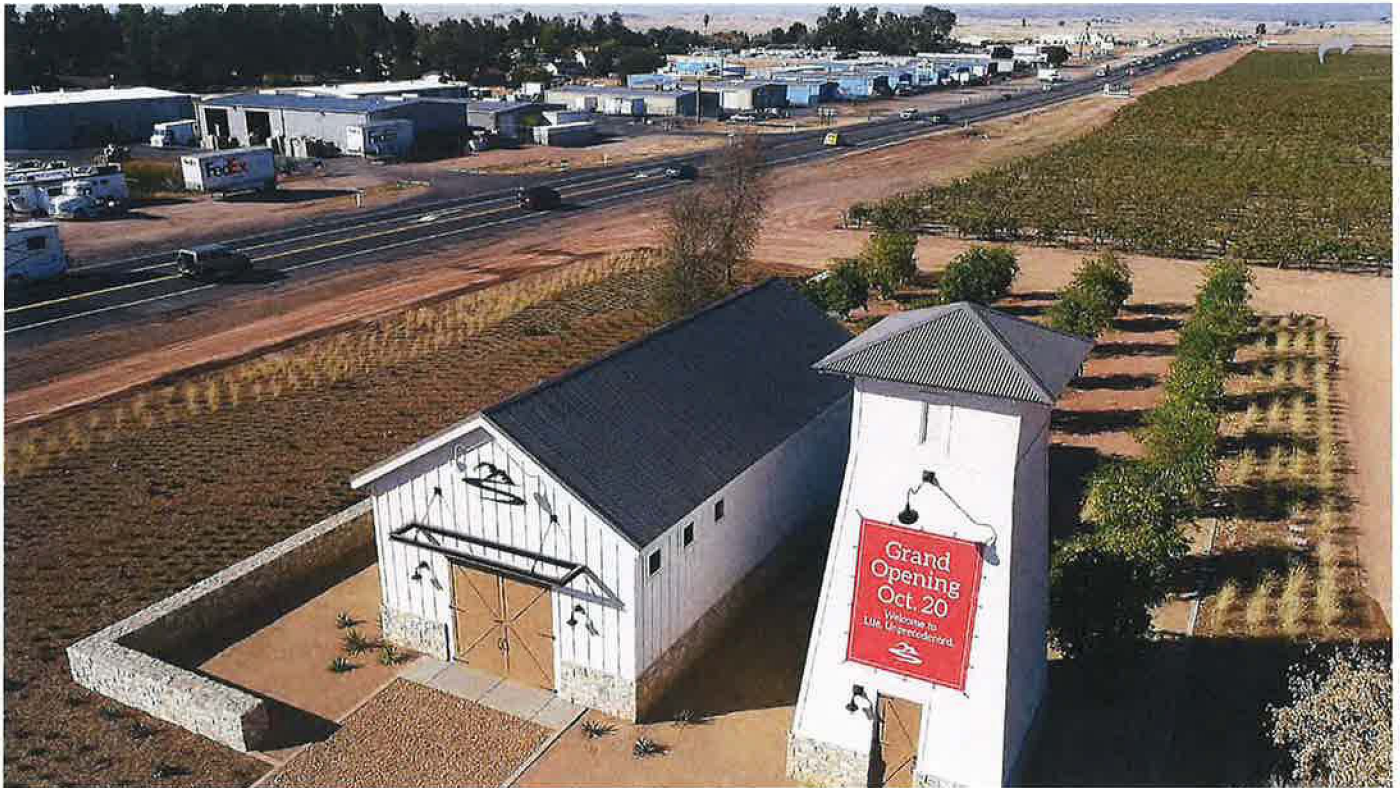
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# Tired of being stuck in traffic on Highway 41 in Madera County? Relief is on the way

BY ROBERT RODRIGUEZ

OCTOBER 19, 2018 04:24 PM, UPDATED OCTOBER 21, 2018 12:54 PM



Three new home developments sprouting up in Madera County along Highway 41 will jam up the already heavy traffic. But a plan is underway to widen the highway and alleviate congestion. BY **CRAIG KOHLRUSS**



**Listen to this article now**

03:20

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environmental impact report on a plan to widen 6.1 miles of the highway from just south of Avenue 11 to about a mile north of Avenue 15.

#### TOP ARTICLES



**SKIP AD**

As part of the Madera 41 South Expressway project, the new highway will be built in two phases. The first phase calls for the construction of four lanes, two lanes going south and two lanes going north. A portion of the highway will be built as an expressway, meaning there will be no exits.

The additional lanes will hopefully clear the bottleneck that occurs when northbound Highway 41 narrows to two lanes near Avenue 11 in Madera County.

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Caltrans data shows that daily traffic through the area was nearly 27,000 vehicles. That is expected to climb to 57,500 vehicles by 2037.

Chris Gardener, a project manager at Caltrans, said Madera County has several major new home developments that will substantially increase traffic in the coming years.

Gardener expects the environmental review that began in 2016 to be completed by late 2019 or early 2020 and construction to begin by 2021. If everything falls into place, the new highway will be ready by 2023 — and all of it will be funded by the builders of the new homes.

“We have to plan for what the future could hold and how much traffic will be generated from that growth,” Gardener said.

The newest home development to launch is Tesoro Viejo, a 5,200 home development north of Road 204 and east of Highway 41. The 1,600-acre development held a grand opening on Saturday. The sprawling project mimics small-town living complete with a town center, school and green space.

## Today's top headlines

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Just south of Tesoro Viejo and west of Avenue 12 is another massive development called Riverstone. When fully built, it will add 6, 578 homes to the neighborhood, said developer Tim Jones. It has already sold about 250 homes.

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Although Jones is aware that traffic in the area will only get worse without improvements, he isn't thrilled that it's being put on the backs of the home builders.

"These roads were impacted long before any of the new home development came along," Jones said. "But as you know, snarled traffic is not good for anyone. And we will pay our fair share."

Madera County levies a road impact fee for every new home built. Currently, the fee is \$10,600 per home. Jones estimates that over time, he will contribute roughly \$70 million towards new road construction and improvements.

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an expressway, meaning there will be no access to the businesses along the highway. That will require Caltrans to buy the property where the businesses are located.

“That has become a sticking point, but there may not be any other way around it,” Gardener said.

The second phase of the plan is not expected to begin until the mid-2030s.

*Robert Rodriguez: 559-441-6327, @FresnoBeeBob*

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Groundbreaking ceremony held for Tesoro Viejo fire station and sheriff substation

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A drone photo taken Oct. 17 shows a barn scene, center left, marking the entrance to the Tesoro Viejo home development, upper left, opening in Madera County northeast of Madera Ranchos. The community is expected to add over 5,000 new homes to an area already booming with other nearby developments, increasing traffic along Highway 41

## Road widening planned to help alleviate traffic bottleneck on Highway 41

BY ROBERT RODRIGUEZ  
rrodriguez@fresnobee.com

Highway 41 will undergo a major expansion through southeastern Madera County as traffic from new home developments, commuters and visitors to Yosemite National Park continues to clog this rural two-lane highway.

"Every year it seems like it traffic gets heavier and heavier," said Venetia Collier of North Fork. "It is getting to the point that something needs to be done."

That "something" is happening. Caltrans is in the process of completing an environmental impact report on a plan to widen 6.1 miles of the highway from just south of Avenue 11 to about a mile north of Avenue 15.

As part of the Madera 41 South Expressway project, the new highway will be built in two phases. The first phase calls for the construction of four lanes, two lanes going south and two lanes going north. A portion of the highway will be built as an expressway, meaning there will be no exits.

The additional lanes will hopefully clear the bottleneck



Graded areas of land mark what will be the Tesoro Viejo home development. The influx of new homes is a concern to existing residents because of increased traffic on Highway 41, where long stretches are currently only two lanes.



Take an aerial tour of Tesoro Viejo and the surrounding area.  
[www.fresnobee.com/local](http://www.fresnobee.com/local)

that occurs when northbound Highway 41 narrows to two lanes near Avenue 11 in Madera County.

Caltrans data shows that daily traffic through the area was nearly 27,000 vehicles. That is expected to climb to 57,500 vehicles by 2037

Chris Gardener, a project manager at Caltrans, said Madera County has several major new home developments that will substantially increase traffic in the coming years.

Gardener expects the environmental review that began in 2016 to be completed by late 2019 or early 2020 and construction to begin by 2021. If everything falls into place, the new highway will be ready by 2023 — and all of it will be funded by the builders of the

new homes.

"We have to plan for what the future could hold and how much traffic will be generated from that growth," Gardener said.

The newest home development to launch is Tesoro Viejo, a 5,200-home development north of Road 204 and east of Highway 41. The 1,600-acre development held a grand opening on Saturday. The sprawling project mimics small-town living complete with a town center, school and green space.

Just south of Tesoro Viejo and west of Avenue 12 is another massive development called Riverstone. When fully built, it will add 6,578 homes to the neighborhood, said developer Tim Jones. It has already sold about 250 homes.

Although Jones is aware that traffic in the area will only get worse without improvements, he isn't thrilled that it's being put on the backs of the home builders.

"These roads were impacted long before any of the new home development came along," Jones said. "But as you know, snarled traffic is not good for anyone. And we will pay our fair share."

Madera County levies a road impact fee for every new home built. Currently, the fee is \$10,600 per home. Jones estimates that over time, he will contribute roughly \$70 million towards new road construction and improvements.

Gardener estimates that the

SEE TRAFFIC, 2A

## Tesoro Viejo cuts ribbon, welcomes first business

BY WILLIAM RAMIREZ  
wramirez@serrastar.com

Casey and Lindsay Hawkins, owners of South Gate Brewing Company in Oakhurst, have transitioned from stouts and IPAs to mochas and lattes for their newest business venture.

Madera County's newest housing development, Tesoro Viejo, celebrated its grand opening Saturday morning and also opened its first business, Axis Coffee Bar and Eatery, owned by the Hawkinses. The business is adjacent to Tesoro Viejo's welcome center.

"It feels great. We feel very

SEE COFFEE, 2A



A line formed inside Axis Coffee Bar and Eatery on its first day of business

SIERRA STAR, Oakhurst, CA

THURSDAY OCTOBER 25 2018  
SIERRASTAR.COM

CRAIG KOHLRUSS ckohlru@fresnobee.com

Native American site in the Sierra National Forest  
County has charged a resident of Madera County with  
archaeological resources.

## Man indicted for Native American in Sierra Forest

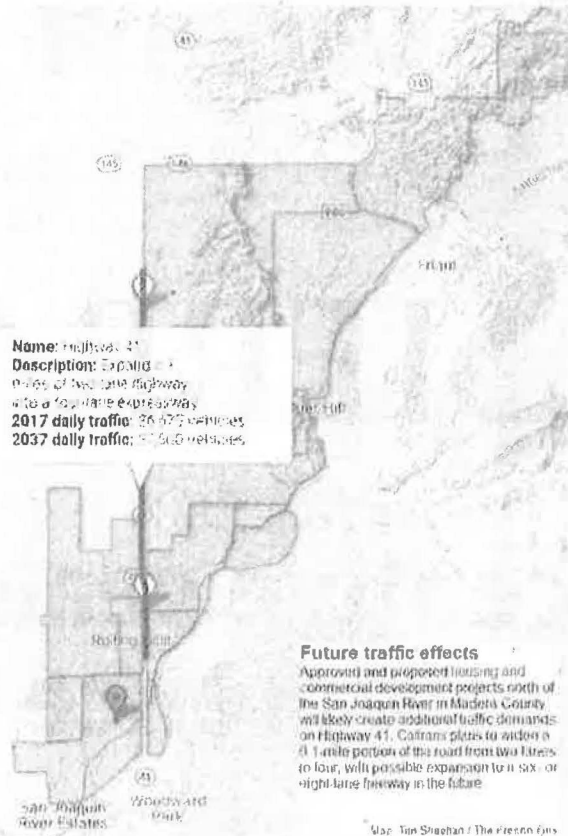
around large piles  
of dirt, hand tools  
large screen sifting

According to a criminal  
complaint, archeologists  
discovered the site was inhab-  
ited apparently by the  
Maidu tribe, between 500  
and 1900.  
In August 2015, the site  
was stabilized, rehabili-  
tated, and the artifacts  
excavated after consulta-  
tion with the tribe. But the  
excavation didn't stop.  
More looting took place  
in September 2015 and  
in September 2016, requiring a  
second site rehabilitation  
and removal of the arti-

facts, among other  
things.

Myers was arraigned  
Friday and entered pleas  
of not guilty. His next  
hearing is Jan. 28. If con-  
victed, Myers faces up to  
two years in prison and a  
\$100,000 fine.

"We are extremely  
proud of the Forest Ser-  
vice's role in helping to  
reduce the theft and de-  
struction of Native Amer-  
ican remains and artifacts  
from national forest lands  
here in California," said  
Randy Moore, Regional  
Forester for the USDA  
Forest Service Pacific  
Southwest Region.



FROM PAGE 1A

## TRAFFIC

total cost of the first phase  
of the highway widening  
project will be about \$95  
million. The second phase  
is more controversial and  
involves the relocation of  
26 businesses between  
avenues 14 and 15.

As part of the second  
phase, the entire 6.1 miles  
of the new highway will  
become an expressway,  
meaning there will be no  
access to the businesses  
along the highway. That  
will require Caltrans to  
buy the property where  
the businesses are located.

"That has become a  
sticking point, but there  
may not be any other way  
around it," Gardener said.

The second phase of the  
plan is not expected to  
begin until the mid-2030s.

Robert Rodriguez:  
559-441-6327,  
@FresnoBeeBob



WILLIAM RAMIREZ wramirez@sierrastar.com

Representatives from the Madera County, Cal Fire and Tesoro Viejo Development  
helped cut the ribbon for the of Madera County's newest housing development.

Madera Amtrak Relocation  
Questionnaire is  
submitted separately by  
San Joaquin Joint Powers Authority  
(SJJPA)

Madera Amtrak Relocation  
Project Fact Sheet is  
submitted separately by  
San Joaquin Joint Powers Authority  
(SJJPA)

# Letters of Support Madera Amtrak Relocation

March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Transportation Commission Policy Board, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold

and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

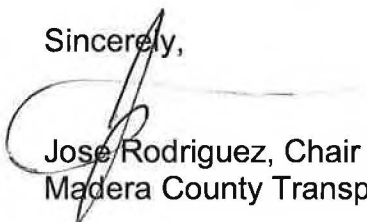
A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The Policy Board believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Policy Board appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Jose Rodriguez, Chair  
Madera County Transportation Commission



March 24, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

**RE: Community Project Funding Request – Madera County Infrastructure Projects**

Dear Congressman Costa,

On behalf of City of Madera, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The City of Madera fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The City of Madera believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The City of Madera appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Arnoldo Rodriguez, City Manager  
City of Madera



BRETT FRAZIER, District No. 1  
DAVID ROGERS, District No. 2  
ROBERT L. POYTHRESS, District No. 3  
LETICIA GONZALEZ, District No. 4  
TOM WHEELER, District No. 5

March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Board of Supervisors, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
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Madera County appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Robert L. Poythress  
Chairman - Madera County Board of Supervisors



March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa:

On behalf of The Madera County Economic Development Commission (MCEDC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

MCEDC fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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*"Madera County, The Perfect Location"*



Page 2

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These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. The projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

MCEDC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Bobby Kahn, Executive Director  
Madera County Economic Development Commission



The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of Community Action Partnership of Madera County, Inc. (CAPMC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
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1225 Gill Avenue • Madera, CA 93637 • [www.maderacap.org](http://www.maderacap.org)

Administration / Community Services (559) 673-9173 • Fax (559) 673-3223

Child Care Alternative Payment and Resource & Referral Program (559) 661-0779 • Fax (559) 661-0764

Head Start Child Development Services (559) 673-0012 • Fax (559) 661-8459

Fresno Migrant Head Start • 4610 W. Jacquelyn Ave • Fresno, CA 93722 • (559) 277-8641 • Fax (559) 277-2640

Victim Services Center • 812 W. Yosemite Avenue, Suite 101 • Madera, CA 93637 • (559) 661-1000 / (800) 355-8989 • Fax (559) 661-8389

Page 2

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CAPMC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Mattie Mendez, Executive Director  
Community Action Partnership of Madera County, Inc.

**PRESIDENT**

Kelvin Adee  
PO Box 368  
Bruce, SD 57220  
605-627-5621  
kadee@ahpanet.com

**VICE PRESIDENT**

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36355 Kensington Dr.  
Madera, CA 93636  
559-232-2494  
chrishiatt@ahpanet.com

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9316 Klondike Drive  
Marshfield, WI 54449  
715-676-2110  
doug@ahpanet.com

**EXECUTIVE SECRETARY**

Cassie Cox  
PO Box 435  
Mendon, UT 84325  
281-900-9740  
cassie@ahpanet.com

**EXECUTIVE COMMITTEE**

Joe Sanroma  
481 Highway 457  
Lecompte, LA 71346  
318-346-2805  
j.sanroma@ahpanet.com

Steven Coy  
358 State Hwy 13  
Wiggins, MS 39577  
601-928-5865  
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Doug Hauke  
9316 Klondike Drive  
Marshfield, WI 54449  
715-676-2110  
doug@ahpanet.com

Matt Halbgewachs  
PO Box 228  
Driftwood, TX 78619  
512-740-8610  
matt@ahpanet.com

Scott Hamilton  
7012 Sky Ranch Rd.  
Nampa, ID 83686  
208-250-5344  
scott@ahpanet.com

**PAST PRESIDENT**

Darren Cox  
PO Box 435  
Mendon, UT 84325  
435-232-9429  
darren@ahpanet.com

**LEGISLATIVE CHAIRMAN**

Mark Jensen  
PO Box 162  
Power, MT 59468  
406-463-2227  
mark@ahpanet.com

March 23, 2021

The Honorable Jim Costa  
2081 Rayburn HOB  
United States House of Representatives  
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of American Honey Producers Association, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

State Route 99 Madera South – mobility, safety, gap closure project  
State Route 41 Expressway – safety project  
Madera Amtrak Relocation – multi-modal accessibility project

The American Honey Producers Association fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The American Honey Producers Association believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The American Honey Producers Association appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

Chris Hiatt  
Vice President,  
American Honey Producers Association

# Newspaper Articles Madera Amtrak Relocation

HOME ▾



# STOP AND MOVE

Home > 2019 > November > Madera Amtrak Station Will Relocate Again

## Madera Amtrak Station will relocate again

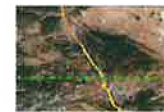
📅 On November 11, 2019 / By [jamesinclair](#)

🔥 Popular  
📅 Recent  
💬 Comments



I have mentioned it in [passing](#), but [plans are underway \(PDF\)](#) to relocate the Madera Amtrak station within the next three years. The title of this post says “again” because the station was moved to its current location in 2010.

Why do they want to move it? Because it has the lowest ridership of any station along the San Joaquin line, and the San Joaquin Joint Powers Authority thinks the location is to blame. At least that’s the official reasoning. I propose my own theory at the end of this post.



[Hyperloop proposal: Bad joke or attempt to sabotage California HSR project?](#)

August 13, 2013



[Clovis gets LED street lights](#)

January 31, 2012

[HOME](#) ▾

Unfortunately for Madera, the rail line runs well to the east of the city. That is, it doesn't matter where the station is located, it will never serve downtown.

## The Pre-2010 station

Before 2010, the Madera Station was located at Avenue 15 1/2 and 29th Road. And "station" is really over-selling it. There was a small platform, one bench, one payphone, and three trash cans. At some point, there was a bus shelter. Parking was an undefined gravel area. In fact, the entire access road was gravel. You can see a couple of photos of it on the [bottom of this webpage](#). The station was never seen by [Google Streetview](#), and today, there is no trace that anything was there.



Station seen in old Google satellite image

It made sense to find it a new location.

## The current station

[KIM HILL](#)

[general plan?](#)

December 17, 2014



[Fresno](#)

[Fulton](#)

[Mall /](#)

[Street](#)

[September](#)

[2017](#)

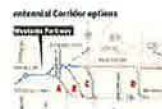
[Construction](#)

[Photo](#)

[Tour](#)

September

21, 2017



[Bakerfield:](#)

[Goodbye](#)

[neighborhooc](#)

[hello](#)

[highway](#)

December 5,

2012

## CATEGORIES

[Airlines](#)

[Amtrak](#)

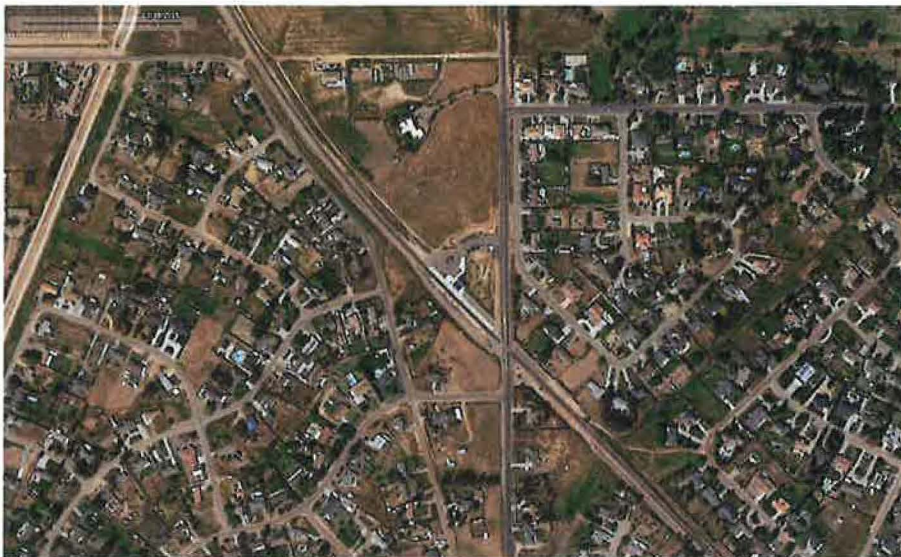
[Bakersfield](#)

[Bicycling](#)

[HOME](#) ▾

The new station was in “[Madera Acres](#)” which is a census designated place with a population of 9,000.

The new station features some significant upgrades, such as a covered waiting area, restrooms, lights, and a paved parking area with 19 spots (since expanded to 32). They also added signs, and it’s located directly off a real road, so people can actually find it. The first half of [this webpage](#) has photos, although [Google Streetview](#) shows the restrooms were added some time after 2012.



New station with circular parking lot seen in the middle of this image.

As you can see on satellite, the location is theoretically walkable to a residential area. Unfortunately, a lack of sidewalks and fencing means that’s not really the case.

## Transportation

- [Fresno](#)
- [High Speed Rail](#)
- [Highways](#)
- [Housing](#)
- [Parks](#)
- [Retail](#)
- [Transit](#)
- [Uncategorized](#)

## RECENT POSTS

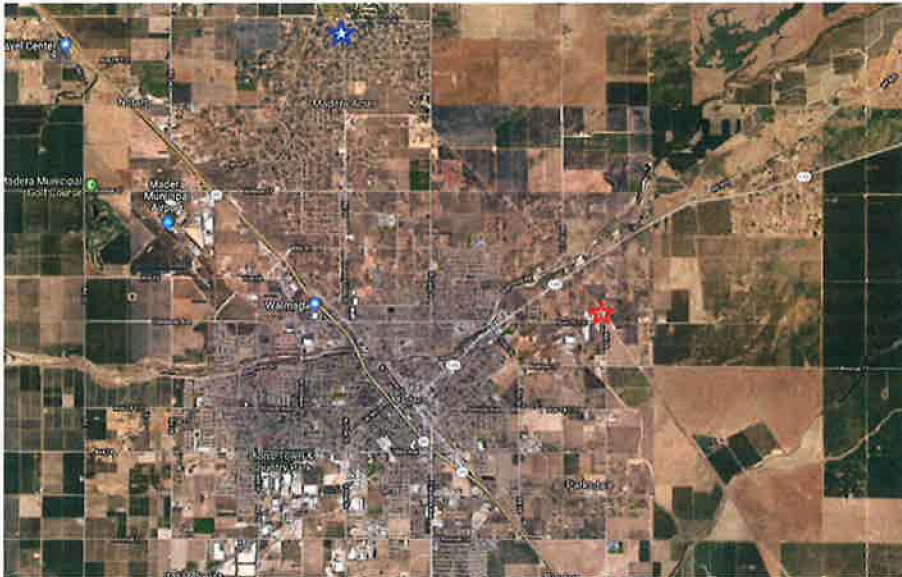
- [A look at Fresno’s first transit-oriented apartment building](#)
- [A look at Fresno’s first protected bicycle lane](#)
- [FAX Route 28 Starts New Route and Manchester Transit Center Reopens](#)
- [How much service will Amtrak be cutting this fall?](#) ^

HOME ▾



Not a walk or bike friendly station

Why hasn't this station been a raging success? While it's certainly closer to SOME homes, it is actually further from downtown Madera than the original station.



Original station is the red star east of Madera, the current station is the blue star north of Madera.

## The future station

As part of the planning process, they looked at two locations. The first was Avenue 15, which is .625 miles southeast of the original station. Aka, all the same reasons the original station wasn't great.

That means they've decided on Avenue 12 as the future location.

## RECENT COMMENTS

Jeffrey R Whitaker on [A look at Fresno's first transit-oriented apartment building](#)

James Sinclair on [A look at Fresno's first transit-oriented apartment building](#)

Jeffrey Whitaker on [A look at Fresno's first transit-oriented apartment building](#)

Jeffrey R Whitaker on [A look at Fresno's first protected bicycle lane](#)

Matthew Woodward on [A look at Fresno's first transit-oriented apartment building](#)

## ARCHIVES

February 2021

HOME ▾



Red star indicates chosen location.

No really, it's really far from Madera.



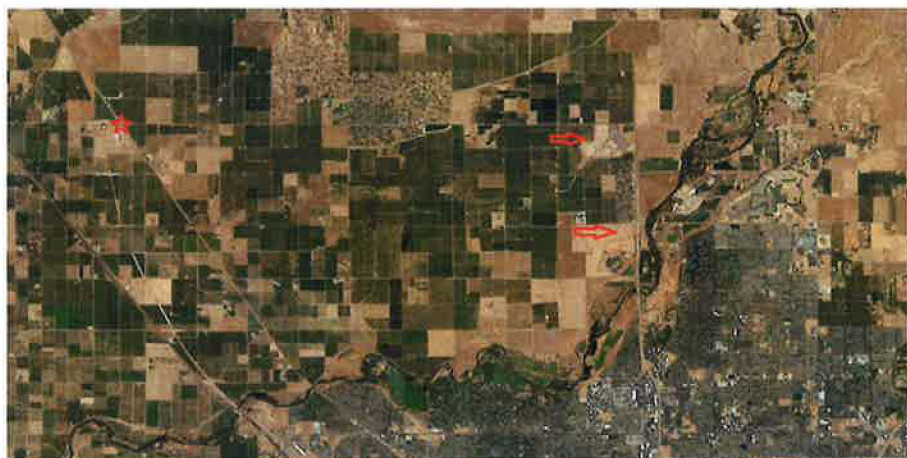
Future station is the red star, Madera is to the northwest.

What's the logic?

According to their planning documents, the new Madera station essentially gives up on Madera. Instead, they're looking at Avenue 12 being upgraded to a east-west highway connecting 99 and the massive sprawl popping up north of Fresno. I wrote about those major developments

- May 2020
- April 2020
- March 2020
- February 2020
- January 2020
- December 2019
- November 2019
- October 2019
- August 2019
- April 2019
- February 2019
- January 2019
- August 2018
- July 2018
- April 2018
- March 2018
- February 2018
- January 2018
- November 2017
- October 2017
- September 2017

HOME ▾



Future station is the red star. The arrows point to the upcoming sprawl.

The SJJPA is banking on all the people who are choosing to live in exurban sprawl wanting to take Amtrak. They are also targeting people who live in Clovis and North Fresno who don't want to go downtown.

This is a pretty stupid strategy in my opinion.

## What about high speed rail?

As delayed as it may be, high speed rail continues under construction. In the *very* long term, when HSR between LA and San Francisco is done, the San Joaquin line is expected to continue to provide service to Sacramento in some capacity. It's also possible the service could continue forever, serving places like Hanford that will be bypassed by HSR.

In the shorter term, it is likely that the first part of the HSR line will open with San Joaquin trains providing express service from Bakersfield to Fresno, and then moving onto the regular tracks to continue north.

- April 2017
- March 2017
- February 2017
- January 2017
- December 2016
- November 2016
- October 2016
- September 2016
- August 2016
- July 2016
- June 2016
- May 2016
- April 2016
- March 2016
- February 2016
- January 2016
- December 2015
- November 2015
- October 2015
- September 2015
- August 2015

HOME ~



HSR will pass right next to the current Madera station. As you can see from this satellite image, a bunch of homes have already been bulldozed as part of that process.



All the dirt west of the station used to be homes.

So connectivity isn't an issue at the current location. And yet the plans talk about how great the transfer options between the two services will be at Avenue 12. However, the drawings reveal the real intention.

The point here isn't to allow seamless transfers between HSR and San Joaquin service, which could be done at the current site. In fact, transfer would require a fairly long walk across a hot parking lot. Instead it appears that the new location is a way to slip in an extra and unneeded HSR station in Madera.

- May 2015
- April 2015
- March 2015
- February 2015
- January 2015
- December 2014
- November 2014
- October 2014
- September 2014
- August 2014
- July 2014
- June 2014
- May 2014
- April 2014
- March 2014
- February 2014
- January 2014
- December 2013
- November 2013
- October 2013
- September 2013



Proposed San Joaquin platform in red. Proposed HSR platform in blue.

A San Joaquin station does not need so much parking, or that large bus transfer station (what buses!?).

A high speed rail station? Sure.

And that's the only reason I can think of why Madera County wants this to happen. They don't want to drop \$26 million to potentially added a few hundred Amtrak riders a month. They want to trojan horse their way onto the HSR system. After all, how can HSR say no to stopping there when this great big station exists with all this parking?

Expect the new station to begin construction around 2021.

Categories : [Amtrak](#) / [High Speed Rail](#) Tags : [avenue 12](#) / [Clovis](#) / [HSR](#) / [madera](#) / [san joaquins](#) / [sprawl](#)

« [Sears Closing: What Does It Mean For Manchester Center?](#)

[Fresno Saturday Night Bus Service Has Launched](#) »

## 7 Replies to “Madera Amtrak Station will relocate again”

- June 2013
- May 2013
- April 2013
- March 2013
- February 2013
- January 2013
- December 2012
- November 2012
- October 2012
- September 2012
- August 2012
- July 2012
- June 2012
- May 2012
- April 2012
- March 2012
- February 2012
- January 2012
- December 2011
- November 2011
- October 2011



Train passengers wait to board an Amtrak San Joaquin train at downtown Fresno's Amtrak station in this December 2016 file photo. A \$500.5 million grant from the state will add two additional daily trains directly to Sacramento starting in about 2020, as well as a new Amtrak passenger station in Madera at a site yet to be determined. SILVIA FLORES *FRESNO BEE* FILE PHOTO

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One of the projects planned is a new Amtrak station to serve Madera. The existing Amtrak stop in Madera is little more than a shelter with restrooms and an automated ticket kiosk and a parking lot along the BNSF Railway freight line at the northern fringes of the city.

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"We've been working with folks in Madera for quite some time about relocating that station," said David Lipari, marketing director for the San Joaquin Joint Powers Authority, which oversees the San Joaquin train service. "It's off the beaten path and it doesn't serve any of the development plans for Madera County."

Lipari said no location has been selected for the station, but considerations include having a site that is more convenient to either downtown or the State Center Community College District's Madera Center southeast of the city. The rail agency is also coordinating its efforts with the California High-Speed Rail Authority in expectation that it will serve as a transfer point for passengers between the high-speed trains and Amtrak service.

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Another component is the addition of two round trips on the Amtrak San Joaquin line directly to and from Sacramento. Amtrak currently runs 14 trains daily through the Valley – seven northbound and seven southbound. Of those, however, only two northbound trains and two southbound trains connect directly at Sacramento. The dozen other trains go to and from Oakland and require an Amtrak Thruway bus ride between Stockton and Sacramento.

"We really think two daily trains to the Sacramento market isn't sufficient for a market like Sacramento," Lipari said, adding that Amtrak's new Morning Express train service – which begins May 7 – can get passengers from Fresno to the state capital before 8 a.m., but still provides only two daily trains directly to Sacramento from the Valley.

The additional Sacramento trains are anticipated to commence service in about 2020, Lipari said.

*Tim Sheehan: [559-441-6319](tel:559-441-6319); Twitter: [@TimSheehanNews](https://twitter.com/TimSheehanNews).*

 **COMMENTS** ▼

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**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 5-E

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

---

**SUBJECT:**

Caltrans Interregional Transportation Strategic Plan (ITSP) Letter

**Enclosure:** Yes

**Action:** Approve letter supporting the inclusion of SR 41 from San Joaquin River to Yosemite National Park for inclusion in the Interregional Transportation Strategic Plan (ITSP)

**SUMMARY:**

The MCTC Policy Board, at their February 17, 2021 meeting, directed staff to draft a letter requesting Caltrans to include SR 41 from the San Joaquin River to Yosemite National Park in the Interregional Transportation Strategic Plan (ITSP). The ITSP is a Caltrans planning document that provides guidance for the identification and prioritization of interregional transportation projects identified on the State's Interregional Transportation System. Caltrans prepared the first ITSP in 1998 in response to Senate Bill (SB) 45 passed in 1997, which altered the priorities and processes for programming and expenditure of State transportation funds. Those funding priorities have not changed; however, significant new statewide policies and goals have emerged since then. The Interregional Transportation Improvement Program (ITIP) is still required to fund improvements to the interregional transportation system and, specifically, to the 93 Interregional Road System (IRRS) routes and State-run intercity rail corridors. The ITSP remains the planning document that will be used in the identification and selection of projects for ITIP funding. Caltrans is currently updating the ITSP with anticipated adoption in December 2021. The Draft ITSP will be available in Spring/Summer 2021.

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

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

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

**FISCAL IMPACT:**

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



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

April 21, 2021

Diana Gomez, District 6 Director  
Caltrans District 6  
1352 W. Olive Avenue  
Fresno, CA 93728

**Subject: Interregional Transportation Strategic Plan**

Dear Ms. Gomez,

The Madera County Transportation Commission respectfully requests the inclusion of State Route 41 (SR 41) from the San Joaquin River to the entrance to Yosemite National Park in the 2021 Interregional Transportation Strategic Plan (ITSP).

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

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

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

Sincerely,



Patricia Taylor, Executive Director  
Madera County Transportation Commission

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 7-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Executive Minutes – March 17, 2021

**Enclosure:** Yes

**Action:** Approve Minutes

**SUMMARY:**

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

**FISCAL IMPACT:**

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

## **MADERA COUNTY TRANSPORTATION COMMISSION**

### **EXECUTIVE MINUTES**

**Date:** March 17, 2021  
**Time:** 3:00 pm  
**Place:** MCTC Conference Room

#### **GoToWebinar**

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

**Members Absent:** None

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

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

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

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

No other public comment.

## MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

### 4. TRANSPORTATION CONSENT ITEMS

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

- A. Madera County Transportation Commission (MCTC) Title VI Program with Limited English Proficiency Plan Update

**Action:** Adopt Title VI Program with Limited English Proficiency Plan update, Resolution 21-12

- B. Low Carbon Transportation Operations Program (LCTOP) List of Projects FY 2020-2021

**Action:** Approve Resolution 21-03

- C. Unmet Transit Needs Update

**Action:** Information and Discussion Only

- D. Letter of Opposition: Office of Management and Budget (OMB) Proposed Change to Metropolitan Statistical Area (MSA) Threshold

**Action:** Information and Discussion Only

- E. California Transportation Plan 2050

**Action:** Information and Discussion Only

#### **Transportation Consent Calendar Action on Items A-K.**

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Brett Frazier to approve Transportation Consent Calendar Items A-K. A vote was called, and the motion carried.

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

## 5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- F. Introduction to Metropolitan Transportation Planning Process – MCTC 101, Part 2 of 2

**Action:** Information and Discussion Only

- G. Funding Opportunities: (1) Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (H.R. 133), and (2) Federal Earmark Process for House

**Action:** Upon motion by Commissioner Brett Frazier, seconded by Commissioner Cece Gallegos to authorize Executive Director with confirmation from Chair to execute any supporting documentation needed to program or develop grant information to access funds. A vote was called, and the motion carried.

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

- H. SB-1 Sustainable Communities Grant SR 233/Robertson Blvd Multimodal Corridor Study, Final Report Presentation

**Action:** Upon motion by Commissioner Waseem Ahmed, seconded by Commissioner Robert Poythress to accept the report. A vote was called, and the motion carried.

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

- I. Commuter Rail 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 Tom Wheeler, seconded by Commissioner Brett Frazier to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called, and the motion carried.

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

### 7. ADMINISTRATIVE CONSENT ITEMS

J. Approval of Executive Minutes of the February 17,2021 Regular Meeting.

**Action:** Approve Minutes of the February 17, 2021 Regular Meeting

K. Triennial Performance Audits

**Action:** Accept Triennial Performance Audits of MCTC, the County of Madera, the City of Madera, and the City of Chowchilla

#### **Administrative Consent Calendar Action J-K**

Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Brett Frazier to approve the Administrative Consent Calendar Items J-K. A vote was called, and the motion carried.

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

### 8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

L. FY 2020-21 Overall Work Program (OWP) & Budget – Amendment No. 3

**Action:** Upon motion by Commissioner Brett Frazier, seconded by Commissioner Waseem Ahmed to approve OWP & Budget – Amendment No. 3. A vote was called, and the motion carried.

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

## **MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY**

### **9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

M. FY 2021-22 Measure T Estimate

**Action:** Information and Discussion Only

N. FY 2020-21 Annual Work Program Amendment No. 1

Action: Approve Annual Work Program Amendment No. 1

#### **Authority - Administrative Consent Items Action M-N**

Upon motion by Commissioner Robert Poythress, seconded by Commissioner Tom Wheeler to approve the Administrative Consent Items M-N. A vote was called, and the motion carried.

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

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

None

## **OTHER ITEMS**

### **11. MISCELLANEOUS**

O. Items from Caltrans

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

P. Items from Staff

Patricia Taylor, MCTC Director provided the following comments:

- Clarified an earlier statement concerning Item 5.G. The Technical Advisory Committee did discuss potential opportunities for future funding; however, specific projects and project request were not solicited or discussed. Ms. Taylor stated that she would follow-up with agencies staffs following the Policy Board meeting.
- MCTC Policy Board members were reminded to visit the Citizens Business Bank to sign signature cards as a MCTC check signer.
- Time was provided for those who attended the Sacramento Valley Voice trip via Zoom platform to provide feedback concerning the meetings that were held on March 3<sup>rd</sup> and 10<sup>th</sup>.
- Nicholas Dybas was introduced to the MCTC Policy Board Member. Ms. Taylor welcomed Mr. Dybas, and requested Mr. Dybas to introduce himself.

Q. Items from Commissioners

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

**12. CLOSED SESSION**

None

**13. ADJOURNMENT**

Meeting adjourned at 5:10 p.m.

Next meeting scheduled for Wednesday, April 21, 2021

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 7-B

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Transportation Development Act (TDA) Fund Compliance Audit Reports for Fiscal Year ended June 30, 2020: County of Madera, City of Chowchilla

**Enclosure:** Yes

**Action:** Accept TDA Compliance Audit Reports

**SUMMARY:**

MCTC has received the Fund Compliance Reports for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2020 for the County of Madera and the City of Chowchilla. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings. A management comment was provided for both entities regarding not meeting the required farebox recovery ratio. MCTC staff will work with the County of Madera and the City of Chowchilla to help resolve this issue.

**FISCAL IMPACT:**

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

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
  
FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
AND COMPLIANCE REPORT  
  
FOR THE YEARS ENDED  
JUNE 30, 2020 AND 2019**

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

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The Place to Be

## INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the years ended June 30, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements as listed in the table of contents.

### **Management's Responsibility for the Financial Statements**

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### **Auditor's Responsibility**

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control as it relates to the TDA Funds. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Transportation Development Act Funds of the City of Chowchilla, as of June 30, 2020 and 2019, and the respective changes in financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

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## Emphasis of Matter

As discussed in Note 1, the financial statements present only the TDA Funds of the City of Chowchilla and do not purport to, and do not present fairly the financial position of the City as of June 30, 2020 and 2019, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

## Other Matters

### *Required Supplementary Information*

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 14-16 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2021, on our consideration of the City's internal control over financial reporting as it relates to the TDA Funds and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the TDA Funds.

*Price Pange & Company*

Clovis, California  
March 31, 2021

## FINANCIAL STATEMENTS

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEET  
JUNE 30, 2020**

Item 7-7-B.

|  | Street & Road<br>Fund | Transit<br>Fund   | Total               |
|--|-----------------------|-------------------|---------------------|
| <b>ASSETS</b>  |                       |                   |                     |
| Cash and investments   | \$ 861,996            | \$ -              | \$ 861,996          |
| Receivables:   |                       |                   |                     |
| Due from LTF   | 354,261               | 427,642           | 781,903             |
| Due from other governmental agencies                                   | <u>8,141</u>          | <u>-</u>          | <u>8,141</u>        |
| Total assets   | <u>\$ 1,224,398</u>   | <u>\$ 427,642</u> | <u>\$ 1,652,040</u> |
| <b>LIABILITIES</b>   |                       |                   |                     |
| Accounts payable   | \$ 25,362             | \$ 2,210          | \$ 27,572           |
| Due to other funds   | <u>-</u>              | <u>421,855</u>    | <u>421,855</u>      |
| Total liabilities  | <u>25,362</u>         | <u>424,065</u>    | <u>449,427</u>      |
| <b>DEFERRED INFLOWS OF RESOURCES</b>                                   |                       |                   |                     |
| Unavailable revenues   | <u>75,111</u>         | <u>3,573</u>      | <u>78,684</u>       |
| Total deferred inflows of resources                                    | <u>75,111</u>         | <u>3,573</u>      | <u>78,684</u>       |
| <b>FUND BALANCES</b>   |                       |                   |                     |
| Restricted for:  |                       |                   |                     |
| Highways and streets   | 1,123,925             | -                 | 1,123,925           |
| Transit  | <u>-</u>              | <u>4</u>          | <u>4</u>            |
| Total fund balances (deficit)  | <u>1,123,925</u>      | <u>4</u>          | <u>1,123,929</u>    |
| Total liabilities, deferred inflows of<br>resources, and fund balances | <u>\$ 1,224,398</u>   | <u>\$ 427,642</u> | <u>\$ 1,652,040</u> |

The accompanying notes are an integral part of these financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEET  
JUNE 30, 2019**

Item 7-7-B.

|  | Street & Road<br>Fund | Transit<br>Fund   | Total               |
|--|-----------------------|-------------------|---------------------|
| <b>ASSETS</b>  |                       |                   |                     |
| Cash and investments   | \$ 660,707            | \$ -              | \$ 660,707          |
| Receivables:   |                       |                   |                     |
| Due from LTF   | 252,972               | 411,173           | 664,145             |
| Due from other governmental agencies                                   | <u>4,021</u>          | <u>-</u>          | <u>4,021</u>        |
| Total assets   | <u>\$ 917,700</u>     | <u>\$ 411,173</u> | <u>\$ 1,328,873</u> |
| <b>LIABILITIES</b>   |                       |                   |                     |
| Accounts payable   | \$ 33,457             | \$ 1,832          | \$ 35,289           |
| Due to other funds   | <u>-</u>              | <u>418,393</u>    | <u>418,393</u>      |
| Total liabilities  | <u>33,457</u>         | <u>420,225</u>    | <u>453,682</u>      |
| <b>DEFERRED INFLOWS OF RESOURCES</b>                                   |                       |                   |                     |
| Unavailable revenues   | <u>252,972</u>        | <u>279,739</u>    | <u>532,711</u>      |
| Total deferred inflows of resources                                    | <u>252,972</u>        | <u>279,739</u>    | <u>532,711</u>      |
| <b>FUND BALANCES</b>   |                       |                   |                     |
| Restricted for:  |                       |                   |                     |
| Highways and streets   | 631,271               | -                 | 631,271             |
| Unassigned   | <u>-</u>              | <u>(288,791)</u>  | <u>(288,791)</u>    |
| Total fund balances (deficit)  | <u>631,271</u>        | <u>(288,791)</u>  | <u>342,480</u>      |
| Total liabilities, deferred inflows of<br>resources, and fund balances | <u>\$ 917,700</u>     | <u>\$ 411,173</u> | <u>\$ 1,328,873</u> |

The accompanying notes are an integral part of these financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES  
FOR THE YEAR ENDED JUNE 30, 2020**

Item 7-7-B.

|  | Street & Road<br>Fund | Transit<br>Fund  | Total               |
|--|-----------------------|------------------|---------------------|
| <b>REVENUES</b>  |                       |                  |                     |
| LTF - non-transit allocations                                | \$ 372,433            | \$ -             | \$ 372,433          |
| LTF - transit allocation claims                              | -                     | 402,564          | 402,564             |
| STA - transit allocation claims                              | -                     | 125,247          | 125,247             |
| Other transit revenues                                       | -                     | 96,958           | 96,958              |
| Other non-transit revenues                                   | 306,414               | -                | 306,414             |
| Other intergovernmental revenues                             | -                     | 104,173          | 104,173             |
| Transit bus ticket sales                                     | -                     | 25,578           | 25,578              |
|  | <u>678,847</u>        | <u>754,520</u>   | <u>1,433,367</u>    |
| <b>EXPENDITURES</b>  |                       |                  |                     |
| Transit capital improvement                                  | -                     | -                | -                   |
| Traffic signal maintenance                                   | 10,753                | -                | 10,753              |
| Street maintenance   | 588,088               | -                | 588,088             |
| Transit bus costs  | -                     | 345,975          | 345,975             |
|  | <u>598,841</u>        | <u>345,975</u>   | <u>944,816</u>      |
| Excess (deficiency) of revenues<br>over (under) expenditures | <u>80,006</u>         | <u>408,545</u>   | <u>488,551</u>      |
| <b>OTHER FINANCING SOURCES (USES)</b>                        |                       |                  |                     |
| Transfers in   | 559,827               | -                | 559,827             |
| Transfers out  | (147,179)             | (119,750)        | (266,929)           |
|  | <u>412,648</u>        | <u>(119,750)</u> | <u>292,898</u>      |
| Total other financing sources (uses)                         | <u>412,648</u>        | <u>(119,750)</u> | <u>292,898</u>      |
| Net change in fund balances                                  | 492,654               | 288,795          | 781,449             |
| Fund balances (deficit) - beginning                          | <u>631,271</u>        | <u>(288,791)</u> | <u>342,480</u>      |
| Fund balances (deficit) - ending                             | <u>\$ 1,123,925</u>   | <u>\$ 4</u>      | <u>\$ 1,123,929</u> |

The accompanying notes are an integral part of these financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES  
FOR THE YEAR ENDED JUNE 30, 2019**

|  | Street & Road<br>Fund | Transit<br>Fund     | Total              |
|--|-----------------------|---------------------|--------------------|
| <b>REVENUES</b>  |                       |                     |                    |
| LTF - non-transit allocations                                | \$ 95,033             | \$ -                | \$ 95,033          |
| LTF - transit allocation claims                              | -                     | 112,702             | 112,702            |
| STA - transit allocation claims                              | -                     | 92,443              | 92,443             |
| Other transit revenues                                       | -                     | 786                 | 786                |
| Other non-transit revenues                                   | 26,778                | -                   | 26,778             |
| Other intergovernmental revenues                             | -                     | 73,334              | 73,334             |
| Transit bus ticket sales                                     | -                     | 26,332              | 26,332             |
|  | <u>121,811</u>        | <u>305,597</u>      | <u>427,408</u>     |
| Total revenues   |                       |                     |                    |
| <b>EXPENDITURES</b>  |                       |                     |                    |
| Transit capital improvement                                  | -                     | 45,579              | 45,579             |
| Traffic signal maintenance                                   | 6,219                 | -                   | 6,219              |
| Street maintenance   | 796,258               | -                   | 796,258            |
| Transit bus costs  | -                     | 967,415             | 967,415            |
|  | <u>802,477</u>        | <u>1,012,994</u>    | <u>1,815,471</u>   |
| Total expenditures   |                       |                     |                    |
| Excess (deficiency) of revenues<br>over (under) expenditures | <u>(680,666)</u>      | <u>(707,397)</u>    | <u>(1,388,063)</u> |
| <b>OTHER FINANCING SOURCES (USES)</b>                        |                       |                     |                    |
| Transfers in   | 982,043               | 497,358             | 1,479,401          |
| Transfers out  | (149,992)             | -                   | (149,992)          |
|  | <u>832,051</u>        | <u>497,358</u>      | <u>1,329,409</u>   |
| Total other financing sources (uses)                         |                       |                     |                    |
| Net change in fund balances                                  | 151,385               | (210,039)           | (58,654)           |
| Fund balances (deficit) - beginning                          | <u>479,886</u>        | <u>(78,752)</u>     | <u>401,134</u>     |
| Fund balances (deficit) - ending                             | <u>\$ 631,271</u>     | <u>\$ (288,791)</u> | <u>\$ 342,480</u>  |

The accompanying notes are an integral part of these financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION**

**Description of Reporting Entity**

The accompanying financial statements present only the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, and changes in financial position of the City with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the TDA Fund's accounting policies are described below.

The TDA Funds are accounted for in governmental funds. Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the TDA Funds, are Local Transportation Fund (LTF) allocations and other intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

**Fund Accounting**

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for as a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

The TDA Funds are governmental funds specifically categorized as special revenue funds and are used to account for the proceeds of specific revenue sources that are legally restricted to street and road, and community development expenditures.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

**Use of Estimates**

The preparation of the financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**Public Transportation Fund**

The City records the transit allocations of both the City of Chowchilla and the County of Madera for Chowchilla Area Transit Express (CATX) service in the Transit Fund. The CATX is a general public, curb-to-curb, demand-response system operated by the City of Chowchilla.

The City and County's agreement to fund costs of the CATX service provides for the County to reimburse the City at a fixed rate per annum.

The City collects fare proceeds and has allocated them to the County based upon the terms of the Inter-Agency Agreement.

The City submits requests for reimbursement of costs, net of transit revenues, to the Madera County Transportation Commission (Madera CTC) on behalf of both the City and County.

**Due from Other Governmental Agencies**

Claims made for reimbursement of costs incurred during the fiscal years have been accrued as due from the Madera CTC or due from other governmental agencies in the same fiscal year.

**Unavailable Revenue**

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. Typical transactions for which unavailable revenue is recorded are grants when funding requirements have been met, but the related funding is not yet available. The TDA Funds have unavailable revenue balances which totaled \$75,111 and \$3,573 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2020 and \$252,972 and \$279,739 for the Street & Road Fund and Transit Fund respectively, as of June 30, 2019.

**Fund Balance Classification**

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**Fund Balance Classification** (Continued)

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed, but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted, or committed, must be designated as assigned fund balance.

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.

**NOTE 2 – CASH AND INVESTMENTS**

TDA Funds participate in the City's cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the fund as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the years ended June 30, 2020 and 2019, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City's financial statements.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 3 – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)**

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement. During the fiscal years ended June 30, 2020 and 2019, the TDA Funds had PTMISEA expenditures of \$34,528 and \$0, respectively.

**NOTE 4 – TRANSFERS**

Transfers are summarized as follows for the years ended June 30:

| <u>2020</u>          | <u>Transfers In</u>           | <u>Transfers Out</u>          |
|----------------------|-------------------------------|-------------------------------|
| Street and Road Fund | \$ 559,827 <sup>(1)</sup>     | \$ 147,179 <sup>(2)</sup>     |
| Transit Fund         | <u>-</u>                      | <u>119,750</u> <sup>(3)</sup> |
| Total                | <u>\$ 559,827</u>             | <u>\$ 266,929</u>             |
| <br>                 |                               |                               |
| <u>2019</u>          |                               |                               |
| Street and Road Fund | \$ 982,043 <sup>(4)</sup>     | \$ 149,992 <sup>(5)</sup>     |
| Transit Fund         | <u>497,358</u> <sup>(6)</sup> | <u>-</u>                      |
| Total                | <u>\$ 1,479,401</u>           | <u>\$ 149,992</u>             |

(1) The Gas Tax Fund transferred \$133,818 to the Streets and Roads Fund for street maintenance and operational costs. The Transit Fund transferred \$119,750 to the Streets and Road Fund due to additional COVID funds and increases to original TDA allocations. The Measure T Fund transferred \$306,259 to the Street and Roads Fund for street maintenance and operational costs.

(2) The Streets and Roads transferred \$147,179 to the Debt Service Funds for the PFA Streets debt service payment.

(3) The Transit Fund transferred \$119,750 to the Streets and Road Fund due to additional COVID funds and increases to original TDA allocations.

(4) Gas Tax Fund transferred \$138,413 to the Streets and Roads Fund for street maintenance and operational costs. The Debt Service Fund transferred \$539,857 to the Streets and Road Fund to cover pension obligation costs. The Measure T Fund transferred \$303,763 to the Street and Roads Fund for street maintenance and operational costs. \$10 was transferred from Robertson & 11th Street Capital Project Fund to close out the fund.

(5) The Streets and Roads transferred \$149,992 to the Debt Service Funds for the PFA Streets debt service payment.

(6) The Debt Service Fund transferred \$497,358 to the Transit Fund to cover pension obligation costs.

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 5 – FARE REVENUE RATIO**

The City is required to maintain a minimum fare revenue to operating expenses ratio of 10% in accordance with the Transportation Development Act. The calculation of the fare revenue ratio is as follows for the years ended June 30:

|                     | <u>2020</u>       | <u>2019</u>       |
|---------------------|-------------------|-------------------|
| Revenues            |                   |                   |
| Fare revenues       | \$ 25,578         | \$ 26,332         |
| Local support       | <u>8,126</u>      | <u>-</u>          |
| Total fare revenues | 33,704            | 26,332            |
| Operating expenses  | <u>\$ 465,725</u> | <u>\$ 463,361</u> |
| Fare revenue ratio  | 7.24%             | 5.68%             |

Although the City is required to maintain a fare revenue ratio of 10%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal year ending June 30, 2020.

**NOTE 6 – DEFICIT FUND BALANCE – TRANSIT FUND**

A deficit fund balance as of June 30, 2019 in the amount \$288,791 was due primarily to the fact that revenues were recorded but not received within 60 days from the end of the year and, therefore, were treated as unavailable revenue in the financial statements. There were no deficit fund balances as of June 30, 2020.

**NOTE 7 – COMMITMENTS AND CONTINGENCIES**

On March 11, 2020, the World Health Organization declared the outbreak of coronavirus (COVID-19) a pandemic. In response, the State of California issued stay at home orders which include the temporary closure of all businesses deemed to be nonessential. Many stay at home orders have required individuals living in the San Joaquin Valley Region to stay at home, except as allowed, to maintain continuity of the federal critical infrastructure sectors. Accordingly, some functions of the City's operations have been limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

## REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL  
STREET & ROAD FUND  
FOR THE YEAR ENDED JUNE 30, 2020**

|  | Original<br>Budget | Final<br>Budget   | Actual              | Variance with<br>Final Budget |
|--|--------------------|-------------------|---------------------|-------------------------------|
| <b>REVENUES</b>                              |                    |                   |                     |                               |
| LTF non-transit allocations                  | \$ 282,747         | \$ 282,747        | \$ 372,433          | \$ 89,686                     |
| Other non-transit revenues                   | <u>326,607</u>     | <u>331,313</u>    | <u>306,414</u>      | <u>(24,899)</u>               |
| Total revenues                               | <u>609,354</u>     | <u>614,060</u>    | <u>678,847</u>      | <u>64,787</u>                 |
| <b>EXPENDITURES</b>                          |                    |                   |                     |                               |
| Traffic signal maintenance                   | 9,000              | 10,753            | 10,753              | -                             |
| Street maintenance                           | <u>804,214</u>     | <u>917,689</u>    | <u>588,088</u>      | <u>329,601</u>                |
| Total expenditures                           | <u>813,214</u>     | <u>928,442</u>    | <u>598,841</u>      | <u>329,601</u>                |
| Excess of revenues over (under) expenditures | <u>(203,860)</u>   | <u>(314,382)</u>  | <u>80,006</u>       | <u>394,388</u>                |
| <b>OTHER FINANCING SOURCES (USES)</b>        |                    |                   |                     |                               |
| Transfers in                                 | 660,557            | 906,159           | 559,827             | (346,332)                     |
| Transfers out                                | <u>(147,179)</u>   | <u>(147,179)</u>  | <u>(147,179)</u>    | <u>-</u>                      |
| Total other financing sources (uses)         | <u>513,378</u>     | <u>758,980</u>    | <u>412,648</u>      | <u>(346,332)</u>              |
| Net changes in fund balance                  | <u>\$ 309,518</u>  | <u>\$ 444,598</u> | 492,654             | <u>\$ 48,056</u>              |
| Fund balance (deficit) - beginning           |                    |                   | <u>631,271</u>      |                               |
| Fund balance (deficit) - ending              |                    |                   | <u>\$ 1,123,925</u> |                               |

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL  
TRANSIT FUND  
FOR THE YEAR ENDED JUNE 30, 2020**

|  | Original<br>Budget | Final<br>Budget     | Actual      | Variance with<br>Final Budget |
|--|--------------------|---------------------|-------------|-------------------------------|
| <b>REVENUES</b>                              |                    |                     |             |                               |
| LTF - non-transit allocations                | \$ -               | \$ -                | \$ -        | \$ -                          |
| LTF - transit allocation claims              | 140,345            | 140,345             | 402,564     | 262,219                       |
| STA - transit allocation claims              | 126,647            | 126,647             | 125,247     | (1,400)                       |
| Other transit revenues                       | 17,643             | 22,643              | 96,958      | 74,315                        |
| Other non-transit revenues                   | -                  | -                   | -           | -                             |
| Other intergovernmental revenues             | 98,514             | 168,159             | 104,173     | (63,986)                      |
| Transit bus ticket sales                     | 26,400             | 26,400              | 25,578      | (822)                         |
| Total revenues                               | 409,549            | 484,194             | 754,520     | 270,326                       |
| <b>EXPENDITURES</b>                          |                    |                     |             |                               |
| Transit capital improvement                  | 98,514             | 98,514              | -           | 98,514                        |
| Transit bus costs                            | 381,226            | 382,493             | 345,975     | 36,518                        |
| Total expenditures                           | 479,740            | 481,007             | 345,975     | 135,032                       |
| Excess of revenues over (under) expenditures | (70,191)           | 3,187               | 408,545     | 405,358                       |
| <b>OTHER FINANCING SOURCES (USES)</b>        |                    |                     |             |                               |
| Transfers out                                | -                  | (119,750)           | (119,750)   | -                             |
| Total other financing sources (uses)         | -                  | (119,750)           | (119,750)   | -                             |
| Net changes in fund balance                  | <u>\$ (70,191)</u> | <u>\$ (116,563)</u> | 288,795     | <u>\$ 405,358</u>             |
| Fund balance (deficit) - beginning           |                    |                     | (288,791)   |                               |
| Fund balance (deficit) - ending              |                    |                     | <u>\$ 4</u> |                               |

**CITY OF CHOWCHILLA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION  
FOR THE YEAR ENDED JUNE 30, 2020**

Item 7-7-B.

**BUDGETARY INFORMATION**

The City of Chowchilla, California (the City) establishes annual budgets for the Transportation Development Act Funds (TDA Funds). Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year's expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City's accounting system and monitored by the Finance Department as well as by the department heads.

Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year that the applicable purchase orders are expected to be issued. Budgeted amounts are maintained as originally adopted and as further amended by the City Council. The level of control (level at which expenditures may not exceed budget) is at fund level for the TDA Funds.

## COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL  
 OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER  
 MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
 PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING  
 STANDARDS AND THE TRANSPORTATION DEVELOPMENT ACT

To the Board of Commissioners  
 Madera County Transportation Commission  
 Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Chowchilla, California (the City), as of and for the years ended June 30, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements, and have issued our report thereon dated March 31, 2021, which included an explanatory paragraph describing that the financial statements only present the City's TDA Funds.

### Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as it relates to the City's TDA Funds, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's TDA Funds financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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 Clovis, CA 93611

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## Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's TDA Funds financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that TDA Funds allocated to and received by the City were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Madera County Transportation Commission as required by Sections 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and the Transportation Development Act.

## Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA)

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State as instructed by statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

During the fiscal years ended June 30, 2020 and 2019, the TDA Funds had PTMISEA expenditures of \$34,528 and \$0, respectively.

## Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the TDA Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis, California  
March 31, 2021

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS**

**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
AND COMPLIANCE REPORT**

**FOR THE YEARS ENDED  
JUNE 30, 2020 AND 2019**

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

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The Place to Be

## INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Madera County Transportation Commission's pass-through Transportation Development Act Funds (TDA Funds) of the County of Madera, California (the County), as of and for the years ended June 30, 2020 and 2019, and the related notes to the financial statements, as listed in the table of contents.

### **Management's Responsibility for the Financial Statements**

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### **Auditor's Responsibility**

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the County's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control as it relates to the TDA Funds. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

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## Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Funds of the County as of June 30, 2020 and 2019, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## Emphasis of Matter

As discussed in Note 1, the financial statements of the TDA Funds of the County, are intended to present the financial position and the changes in financial position of only that portion of the TDA Funds of the County that is attributable to the transactions related to Madera County Transportation Commission's pass-through TDA Funds. They do not purport to, and do not present fairly the financial position of the County as of June 30, 2020 and 2019, or the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

## Other Matters

### *Required Supplementary Information*

Management has omitted the management's discussion and analysis and budgetary comparison information that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated April 12, 2021 on our consideration of the County's internal control over financial reporting as it relates to the TDA Funds, and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control over financial reporting and compliance as it relates to the TDA Funds.

*Price Pange & Company*

Clovis, California  
April 12, 2021

## FINANCIAL STATEMENTS

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
BALANCE SHEET  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

|                                    | <u>2020</u>         | <u>2019</u>         |
|------------------------------------|---------------------|---------------------|
| <b>ASSETS</b>                      |                     |                     |
| Due from other governments         | \$ 2,746,936        | \$ 2,187,223        |
| Total assets                       | <u>\$ 2,746,936</u> | <u>\$ 2,187,223</u> |
| <b>LIABILITIES</b>                 |                     |                     |
| Accounts payable                   | \$ 2,746,936        | \$ 2,187,223        |
| Total liabilities                  | <u>2,746,936</u>    | <u>2,187,223</u>    |
| <b>FUND BALANCE</b>                |                     |                     |
| Unassigned                         | <u>-</u>            | <u>-</u>            |
| Total liabilities and fund balance | <u>\$ 2,746,936</u> | <u>\$ 2,187,223</u> |

The accompanying notes are an integral part of this statement.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
STATEMENT OF REVENUES, EXPENDITURES AND  
CHANGES IN FUND BALANCE  
FOR THE YEAR ENDED JUNE 30, 2020 AND 2019**

Item 7-7-B.

|   | <u>2020</u>          | <u>2019</u>          |
|---|----------------------|----------------------|
| <b>REVENUES</b>   |                      |                      |
| LTF non-transit allocations                                       | \$ 1,835,456         | \$ 1,587,149         |
| LTF/STA transit allocation claims - CAPMC - Senior/Escort Transit | -                    | 137,273              |
| LTF/STA transit allocation claims - Madera County Connection      | 901,710              | 386,508              |
| LTF/STA transit allocation claims - City of Madera Dial-A-Ride    | -                    | 251,936              |
| LTF/STA transit allocation claims - City of Chowchilla CTAX       | -                    | 144,677              |
| LTF transit allocations claims - County of Madera Amtrak          | 9,769                | 7,470                |
| PTMISEA distributions   | <u>-</u>             | <u>7,489</u>         |
| <br>Total revenues  | <br><u>2,746,935</u> | <br><u>2,522,502</u> |
| <b>EXPENDITURES</b>   |                      |                      |
| Road construction and maintenance                                 | 1,835,456            | 1,587,149            |
| CAPMC - Senior/Escort Transit costs                               | -                    | 137,273              |
| Madera County Connection Transit costs                            | 901,710              | 386,508              |
| Chowchilla Area Transit Express costs                             | -                    | 251,936              |
| Dial-A-Ride costs   | -                    | 144,677              |
| Amtrak costs  | 9,769                | 7,470                |
| Transit facility improvements (nonoperating)                      | <u>-</u>             | <u>7,489</u>         |
| <br>Total expenditures  | <br><u>2,746,935</u> | <br><u>2,522,502</u> |
| <br>Net change in fund balance                                    | <br>-                | <br>-                |
| <br>Fund balance - beginning                                      | <br><u>-</u>         | <br><u>-</u>         |
| <br>Fund balance - ending   | <br><u>\$ -</u>      | <br><u>\$ -</u>      |

The accompanying notes are an integral part of this statement.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Description of Reporting Entity**

The accompanying financial statements present only the Madera County Transportation Commission's pass-through Transportation Development Act Funds (TDA Funds) of the County of Madera, California (the County) and are not intended to present fairly the financial position, and changes in financial position of the County with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The County's significant accounting policies are described below.

The TDA Funds are accounted for in the County's governmental funds, specifically as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period. The County considers revenue to be available if they are collected within 60 days after end of current fiscal period. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

**Public Transportation Fund**

The County contracts bus services in the Bass Lake, Oakhurst, Ahwahnee, and Coarsegold areas from the Community Action Partnership of Madera County. The Community Action Partnership of Madera County operates the service, the "Eastern Madera County Senior Citizen Bus," on a cost reimbursement basis (net of revenue collected). The bus service is available on a twenty-four hour advance notice pick-up schedule running Monday through Friday.

The County also contracts with the Community Action Partnership of Madera County for an escort service which provides transportation between Oakhurst, North Fork, Madera and Fresno. The program employs individuals driving privately-owned vehicles who are paid for each day of service.

In addition, the County contracts with First Transit, Inc. to operate the Madera County Connection bus service which connects the City of Chowchilla, California and the Eastern Madera County mountain area with the City of Madera, California and Children's Hospital of Central California.

The County also shares costs with the City of Chowchilla, California to enable the Chowchilla Area Transit Express bus to cover areas of the County.

The County contracts with the City of Madera to provide Dial-A-Ride general public, demand-response service to County residents residing primarily within the Madera Urbanized Area. Service is provided Monday through Friday from 7:00am to 6:30pm, Saturday from 9:00am to 4:00pm and on Sunday from 8:30am to 2:30pm. The agreement is renewed annually and funded with a combination of Transportation Development Act Funds, Federal Transit Administration section 5307 funds, and fare revenue.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Use of Estimates**

The preparation of the financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results may differ from these estimates.

**Due from Other Governmental Agencies**

Claims made for reimbursement of costs incurred during the fiscal year have been accrued as due from the Madera County Transportation Commission or due from other governmental agencies in the same fiscal year.

**Fund Balance Classification**

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the County is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by the Board of Supervisors, the County's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the Board of Supervisors removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the Board of Supervisors or its designee and may be changed at the discretion of the Board of Supervisors or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

Item 7-7-B.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Fund Balance Classification (Continued)**

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the County.

When both restricted and unrestricted resources are available for use, it is the County's policy to use restricted resources first, followed by the committed, assigned and unassigned resources as they are needed.

**NOTE 2 – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA FUNDING)**

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements and for rolling stock procurement, rehabilitation or replacement. During the fiscal years ended June 30, 2020 and 2019, the TDA Funds had PTMISEA expenditures of \$0 and \$7,489, respectively.

**NOTE 3 – FARE REVENUE RATIO**

The County is required to maintain a minimum fare revenue to operating expenses ratio of 10% in accordance with the Transportation Development Act. The calculation of the fare revenue ratio is as follows for the years ended June 30:

|                     | <u>2020</u>         | <u>2019</u>         |
|---------------------|---------------------|---------------------|
| Revenues            |                     |                     |
| Fare revenues       | <u>\$ 46,123</u>    | <u>\$ 55,595</u>    |
| Total fare revenues | 46,123              | 55,595              |
| Operating expenses  | <u>\$ 1,033,597</u> | <u>\$ 1,239,751</u> |
| Fare revenue ratio  | 4.5%                | 4.5%                |

Although the County is required to maintain a fare revenue ratio of 10%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal year ending June 30, 2020.

**COUNTY OF MADERA, CALIFORNIA  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020 AND 2019**

*Item 7-7-B.*

**NOTE 4 – CONTINGENCY**

On March 11, 2020, the World Health Organization declared the outbreak of coronavirus (COVID-19) a pandemic. In response, the State of California issued stay at home orders which include the temporary closure of all businesses deemed to be nonessential. Many stay at home orders have required individuals living in the San Joaquin Valley Region to stay at home, except as allowed, to maintain continuity of the federal critical infrastructure sectors. Accordingly, some functions of the County's operations have been limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

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## COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL  
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER  
MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING  
STANDARDS AND THE TRANSPORTATION DEVELOPMENT ACT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Madera County Transportation Commission's pass-through Transportation Development Act Funds (TDA Funds) of the County of Madera, California (the County), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the County's TDA Funds financial statements, and have issued our report thereon dated April 12, 2021.

### Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control), as it relates to the TDA Funds, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of County's internal control. Accordingly, we do not express an opinion on the effectiveness of County's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the County's TDA Funds financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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Clovis, CA 93611

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## Compliance and Other Matters

As part of obtaining reasonable assurance about whether the County's TDA Funds financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that TDA Funds allocated to and received by the County were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Madera County Transportation Commission as required by Sections 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and the Transportation Development Act.

## Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA)

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State as instructed by statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements and for rolling stock procurement, rehabilitation or replacement.

During the fiscal year ended June 30, 2020, the County did not expend PTMISEA funding.

## Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control or on compliance as it relates to the TDA Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis, California  
April 12, 2021



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 7-C

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

MCTC Employee Manual Update

**Enclosure:** Yes

**Action:** Approve MCTC Employee Manual April 2021 Update and other employment policies

**SUMMARY:**

The MCTC Employee Manual was approved in May 2016. It is best practice to review employment policies and procedures on a regular basis to ensure compliance with any new legislation. MCTC legal counsel reviewed the current manual and has recommended various updates. The attached updated manual highlights the recommended changes.

Language was added in the update regarding telecommuting arrangements. The full telecommuting policy and procedures document is also included with this item.

Due to the recent approval of the Cal/OSHA emergency temporary standards on COVID-19 infection prevention, as codified in Sections 3205 through 3205.4 of Title 8 of the California Code of Regulations ("ET Standards"), the attached supplemental policy to the Employee Manual needs to be approved. It will be effective November 30, 2020 through May 29, 2021 or for as long as the ET Standards remain effective.

**FISCAL IMPACT:**

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



# Employee Manual

April 21, 2021

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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. 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 in 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.

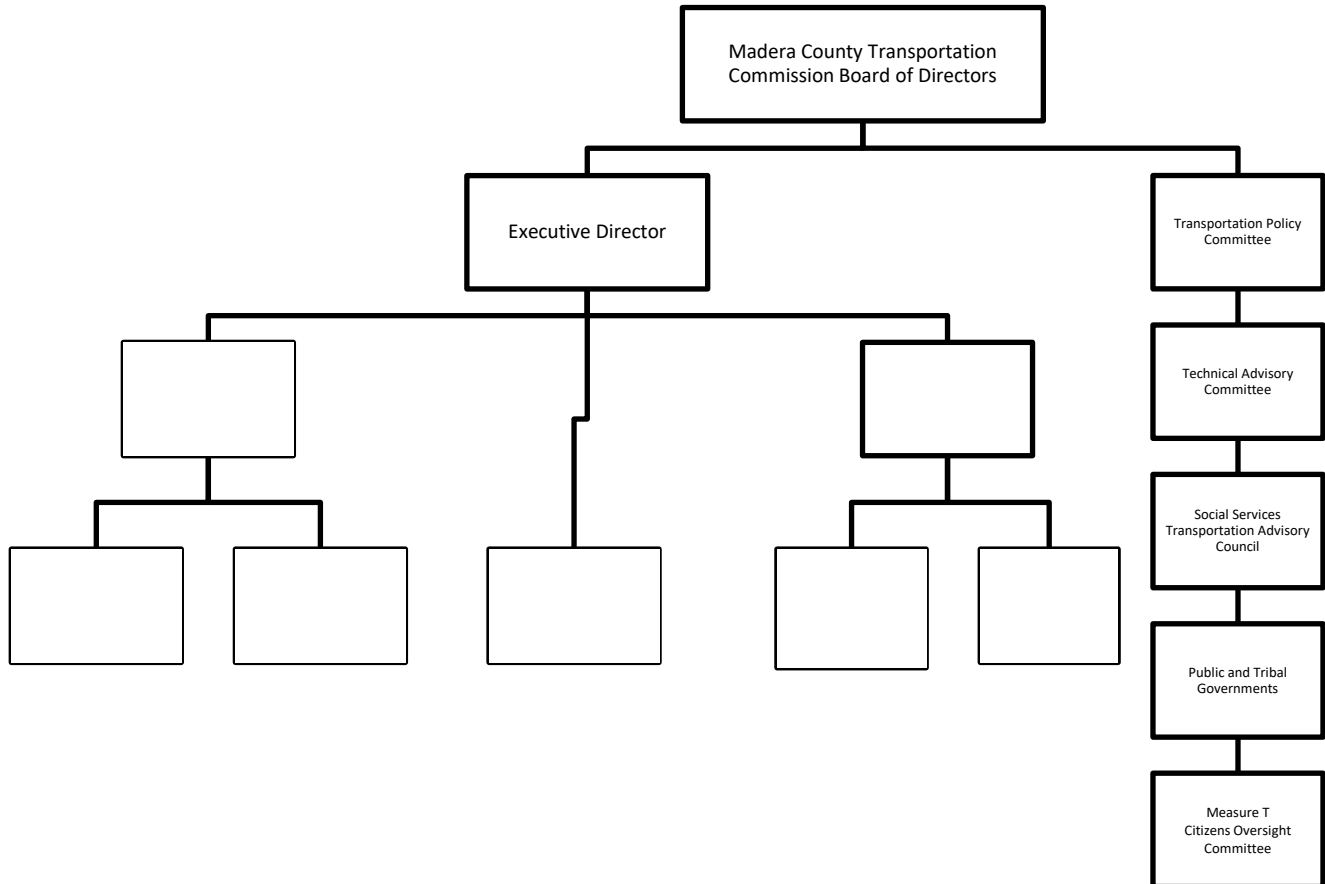
### 1005 FORMATION AND STRUCTURE

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 Advisory 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), ~~ing Supervisor, Senior Regional Planner,~~ Associate Regional Planners (2), ~~Grants Administrative Analyst,~~ and an Office 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, fax (559) 673-9328. Website: [www.maderactc.org](http://www.maderactc.org). Write to us at [mctc@maderactc.org](mailto: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 ~~perception of 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~~ 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 ~~comply with identification of~~ 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 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, ~~or~~ 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 ~~its~~ 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, 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 ~~disrupts the workplace, or which~~ 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 ~~not~~ be acted upon in 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) Los Angeles/Fresno District Office, located at the Robert E. Coyle Federal Courthouse, 2500 Tulare Street, Suite 2601, Fresno, CA 93721, Telephone: 1-800-669-4000, 255 East Temple, 4<sup>th</sup> Floor, Los Angeles, California, 90012, (213) 894-1000 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, ~~or~~ 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, ~~or~~ 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 City 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 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 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~~, 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 ~~Grants-Administrative Analyst,~~ and Office Assistant.

## 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~~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. ~~The anniversary date of an employee is calculated from the first day of hire excluding any periods of unpaid leave.~~

### 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~~they will not be working directly with, for, or supervising a relative.~~

**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~~person who is related by blood or marriage,~~ or whose relationship with the employee is similar to that of persons who are related by blood or marriage.

**2010.03** If two employees ~~become spouses or domestic partners~~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 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, ~~or~~ 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 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 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 standard.
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 ~~safely and efficiently function on the job~~ 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 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 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 to 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 employee'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.

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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 12:59 p.m. Payday is on alternate Mondays but may be changed in 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 anytime 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 the an employee's ~~immediate~~ family member, which requires their personal attention. Use shall be limited to three consecutive working ~~days, and days and~~ is subject to approval of the Executive Director. In accordance with California Labor Code Section 245.5, "Immediate-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), mother or fatherparent (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, or sibling.
  4. For death ~~in of an~~ the employee's ~~immediate~~ family member, as defined above, the supervisor may allow an employee up to 56 hours of leave per calendar year, chargeable against sick leave.

#### 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, 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 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](http://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 certification 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 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 employee option and with employer 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 holidays. 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 ~~appointed~~ 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 ~~father, father-in-law, mother, mother-in-law~~ parent, parent-in-law, step-parent, brother, sister, 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 in the event of a death of a member of the employee's immediate family. "Immediate family" is defined as spouse, registered domestic partner, children, step-children, parents, guardians, grandparents, grandchildren, brothers, sisters, and in-laws.

#### 4006 WORKER'S COMPENSATION

Worker's compensation insurance protects employees against economic loss cause 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.

#### **4007 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.

#### **4008 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 8<sup>th</sup> 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.

#### **4009 HEALTH INSURANCE**

**4009.01** 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. A plan summary will be provided to each employee.

**4009.02** 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.

This program can be changed or revoked at any time by the Executive Director.

#### **4010 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. A plan summary will be provided to each employee.

#### **4011 SOCIAL SECURITY**

All employees are required to participate in the federal Social Security system. Both the Commission and the employee are required to contribute.

## **4012 MEDICARE**

All employees are required to contribute to the federal Medicare system. Both the Commission and the employee are required to contribute.

## **4013 RETIREMENT PLAN**

### **4013.01 General Provisions**

The Commission maintains two retirement plans for regular full-time employees. These plans are administered by the International City Managers Retirement Corporation (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.

Every employee is required to execute a joinder agreement for participation in the ICMA 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.

### **4013.02 ICMA 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 into 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 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. 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 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

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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.

#### **4013.03 ICMA 457 Deferred Compensation Plan**

Any regular full-time employee may elect to participate in the ICMA 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 W2 will be prepared for all funds withdrawn), and are no rollover provisions into other retirement plans.

Payment from the ICMA 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.

## 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 as a result 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 turned in.

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 prior to traveling on Commission business. Credit cards should be used for accommodations and purchase of work-related materials whenever possible. The Office Assistant 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. 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 following review and approval of the voucher makes all disbursements from Petty Cash. Office Assistant 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.
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, *the Commission 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 maintain a clean and orderly work area at all times. 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 ~~Human Resources Officer~~Executive Director or designee and the Safety Plan on file.

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**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.

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**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 applies.*

#### **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 FMLA leave to take care of a covered servicemember and ends 12 months after that date.
- C. "Child" means a child under the age of 18 years of age, or 18 years of age or older who is incapable of self care because of a mental or physical disability. An employee's child is one for whom the employee has actual day-to-day responsibility for care and includes, a biological, adopted, foster or step-child.

A child is "incapable of self care" if he/she requires active assistance or supervision to provide daily self care in three or more of the activities of daily living or instrumental activities of daily living — such as, caring for grooming and hygiene, bathing, dressing, and eating, cooking, cleaning, shopping, taking public transportation, paying bills, maintaining a residence, using telephones and directories, etc.

- D. "Parent" means the biological, adoptive, step or foster parent 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. This term does not include parents-in-law.
- 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. "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.

H. "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.
- I. "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.
  - J. "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.
  - K. "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.
  - L. "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.
  - M. "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.
  - N. "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, or domestic partner 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 (under the FMLA only, not the CFRA); 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) of leave during any 12-month period. Where FMLA 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**

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 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).

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, spouse, child, or registered domestic partner 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 an 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"

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.

## 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.

## Telecommuting Policy and Procedure

### Objective

Telecommuting allows employees to work at home, on the road or in a satellite location for all or part of their workweek. The Commission considers telecommuting to be a viable, flexible work option when both the employee and the job are suited to such an arrangement. Telecommuting may be appropriate for some employees and jobs but not for others. 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.

### Policy Statement

Telecommuting can be informal, such as working from home for a short-term project or on the road during business travel, or a formal, set schedule of working away from the office as described below. Either an employee or a supervisor can suggest telecommuting as a possible work arrangement, and each request will be evaluated on a case-by-case basis.

Any telecommuting arrangement made will be on a trial basis for the first three months and may be discontinued at-will and at any time at the request of either the telecommuter or the Commission. Every effort will be made to provide 30 days' notice of such change to accommodate commuting, child care, and other issues that may arise from the termination of a telecommuting arrangement. There may be instances, however, when no notice is possible.

### Eligibility

Individuals requesting formal telecommuting arrangements must be employed with the Commission for a minimum of 12 months of continuous, regular employment and must have a satisfactory performance record.

Before entering into any telecommuting agreement, the employee and supervisor, with the assistance of the Executive Director, will evaluate the suitability of such an arrangement, including the following factors:

- Commission operations. The supervisor will review the operational needs of the Commission, potential for disruption of levels of service, and overall efficiency of such an arrangement.
- Employee suitability. The supervisor will assess the needs and work habits of the employee, compared to traits customarily recognized as appropriate for successful telecommuters, and the ability of the employee to perform specific duties without diminishing the quantity or quality of the work performed.
- Job responsibilities. The employee and supervisor will discuss the job responsibilities and determine if the job is appropriate for a telecommuting arrangement.
- Equipment needs, workspace design considerations, and scheduling issues. The employee and supervisor will review the physical workspace needs and the appropriate location for the telecommuting to be conducted. This will include the ability to create a

functional, reliable, safe, and secure telecommuting worksite for the employee at a reasonable cost.

- Tax and other legal implications. The employee must determine any tax or legal implications under IRS, state, and local government laws, and/or restrictions of working out of a home-based office. Responsibility for fulfilling all obligations in this area rests solely with the employee.

### **Evaluation and Trial Period**

If the employee and supervisor agree, with the concurrence of the Executive Director, a draft telecommuting agreement will be prepared and signed by all parties, and a three-month trial period will commence.

Evaluation of telecommuter performance during the trial period will include regular interaction by phone and e-mail between the employee and the supervisor, and weekly face-to-face meetings to discuss work progress and problems. At the end of the trial period, the employee and supervisor will each complete an evaluation of the arrangement and make recommendations for continuance or modifications. Evaluation of telecommuter performance beyond the trial period will be consistent with that received by employees working at the office in both content and frequency but will focus on work output and completion of objectives rather than on time-based performance.

An appropriate level of communication between the telecommuter and supervisor will be agreed to as part of the discussion process and will be more formal during the trial period. After conclusion of the trial period, the supervisor and telecommuter will communicate at a level consistent with employees working at the office or in a manner and frequency that is appropriate for the job and the individuals involved.

### **Equipment**

The Commission may, but is not required, to provide equipment for telecommuting. On a case-by-case basis, the Commission will determine, with information supplied by the employee and the supervisor, the appropriate equipment needs (including hardware, software, phone and data lines, virtual private network ("VPN") account, and other office equipment) for each telecommuting arrangement. The Fiscal Supervisor will serve as a resource in this matter. Equipment supplied by the organization will be maintained by the organization. Equipment supplied by the employee, if deemed appropriate by the organization, will be maintained by the employee. The Commission accepts no responsibility for damage or repairs to employee-owned equipment. The Commission reserves the right to make determinations as to appropriate equipment, subject to change at any time. Equipment supplied by the organization is to be used for business purposes only. The telecommuter must sign an inventory of all Commission property received and agree to take appropriate action to protect the items from damage or theft. Upon termination of employment or the telecommuting arrangement, all Commission property must be returned to the Commission, unless other arrangements have been made.

The Commission will supply the employee with appropriate office supplies (pens, paper, etc.) as deemed necessary. The Commission will also reimburse the employee for business-related expenses, such as phone calls and shipping costs, that are reasonably incurred in carrying out

the employee's job. To the extent possible, such reimbursements shall be pre-approved by the Commission.

The employee will establish an appropriate work environment within his or her telecommuting worksite for work purposes. The Commission will not be responsible for costs associated with the setup of the employee's telecommuting worksite, such as remodeling, furniture, or lighting, nor for repairs or modifications to the such worksite.

### **Security; Confidentiality**

Consistent with the organization's expectations of information security for employees working at the office, telecommuting employees will be expected to ensure the protection and confidentiality of devices (e.g., computers, tablets, smart phones) and Commission information and records that may be accessible from their telecommuting worksite. Steps to ensure security and confidentiality include the use of locked file cabinets and desks, regular password maintenance, and any other measures appropriate for the job and the environment. All official Commission information and records must be protected from unauthorized disclosure or damage and returned safely to the office. This includes taking all measures necessary to avoid cybersecurity threats (e.g., secure VPN connections, antivirus software, firewalls). Employees shall not give unauthorized access to any Commission files, software applications, or equipment to anyone. In addition, employees should not remove from the office to the telecommuting worksite any records or information that are not necessary for the performance of their job. Each supervisor will maintain a list of records/information that are removed from the office to ensure that said records/information are returned.

The California Public Records Act applies to employees working remotely. Public records include any writing containing information related to the conduct of the public's business prepared, owned, used, or retained by the Commission, regardless of physical form or characteristic. If the Commission receives a Public Records Act request, employees must permit inspection and examination of any of the Commission's public record or public information in their possession. This is required regardless of where the public record is located.

### **Safety**

Employees are expected to maintain their telecommuting worksite in a safe manner, free from safety hazards. The Commission will provide each telecommuter with a safety checklist that must be completed at least twice per year. Injuries sustained by the employee at a telecommuting worksite and in conjunction with his or her regular work duties are normally covered by the Commission's workers' compensation policy. Telecommuting employees are responsible for notifying the employer of such injuries as soon as practicable. The employee is liable for any injuries sustained by third parties or other persons present at the telecommuting worksite.

Telecommuting is not designed to be a replacement for appropriate child care. Although an individual employee's schedule may be modified to accommodate child care needs, the focus of the arrangement must remain on job performance and meeting Commission demands. Prospective telecommuters are encouraged to discuss expectations of telecommuting with family members prior to entering a trial period.

**Time Worked**

Employees will be required to work their regularly scheduled work hours or other scheduled arrangement approved by the supervisor. The employee will be expected to be available and accessible (e.g. by phone, video conference, and/or e-mail) during their work schedule, unless otherwise agreed upon by the supervisor. Employees shall check their Commission-related business phone messages and emails on a consistent basis, as if working at their Commission worksite. Employees must also be available to report to the Commission worksite within two hours when requested.

Telecommuting employees who are not exempt from the overtime requirements of the Fair Labor Standards Act will be required to accurately record all hours worked. Hours worked in excess of those scheduled per day and per workweek require the advance approval of the telecommuter's supervisor. Failure to comply with this requirement may result in the immediate termination of the telecommuting agreement.

**Ad Hoc Arrangements**

Temporary telecommuting arrangements (typically less than 30 days) may be approved for circumstances such as inclement weather, special projects, or business travel. These arrangements are approved on an as-needed basis only, with no expectation of ongoing continuance.

Other informal, short-term arrangements (typically less than 3 months) may be made for employees on family or medical leave to the extent practical for the employee and the Commission and with the consent of the employee's health care provider, if appropriate.

Additionally, emergency telecommuting arrangements may be approved for circumstances such as natural disasters, pandemics, or other situations for which a local, state, or federal emergency is declared.

All ad hoc telecommuting arrangements are made on a case-by-case basis, focusing first on the business needs of the Commission.

**Madera County Transportation Commission**  
**Telecommuting Agreement**

This agreement confirms the Temporary Telecommuting Agreement by and between the Madera County Transportation Commission (hereafter "Commission") and \_\_\_\_\_ (Employee Name), \_\_\_\_\_ (Title) ("Employee"), to establish the terms and conditions for performing work at a telecommuting worksite, consistent with the Commission's Telecommuting Policy and Procedure.

1. **Effective Date.** This agreement begins on \_\_\_\_\_ (Date) and continues until \_\_\_\_\_ (Date), or as terminated by the Commission or Employee. Following the 3-month trial period, this Agreement will be reviewed periodically for compliance and may be revoked without advanced notice. Continuation of this temporary telecommuting agreement is based upon review of the Commission's essential business needs and the productivity effectiveness of the temporary telecommuting arrangement and may be revoked at the option of the Commission and without advanced notice.
2. **Schedule; Work Hours.** Employee's telecommuting schedule shall consist of \_\_\_\_\_ hours per work week and is as follows:

| Day   | Start Time | End Time | Meal Period/Lunch | Total Hours |
|-------|------------|----------|-------------------|-------------|
| Mon.  |            |          |                   |             |
| Tue.  |            |          |                   |             |
| Wed.  |            |          |                   |             |
| Thur. |            |          |                   |             |
| Fri.  |            |          |                   |             |
| Sat.  |            |          |                   |             |
| Sun.  |            |          |                   |             |

3. **Telecommuting/Flexible Worksite.** Employee's telecommuting worksite is as follows and shall not be changed, moved, or relocated without prior consent and approval of the Commission:

|                                 |             |
|---------------------------------|-------------|
| Designated work location:       | <b>HOME</b> |
| Designated work street address: | City:       |
| Zip Code:                       | State:      |

4. **Phone Number.** The phone number(s) to reach Employee at the telecommuting worksite while working under this Agreement is: \_\_\_\_\_.

5. **Work Performance.** While telecommuting, Employee will:

- a) Work their scheduled work hours and receive advance approval in writing from their supervisor if unable to meet these requirements due to childcare, vacation, or medical issues and shall use personal leave accruals as appropriate.

If Employee becomes ill or is unavailable for work for at least two consecutive hours (e.g. to go to a medical appointment), Employee must immediately notify the supervisor or Executive Director and will be required to use their personal leave accrual, in accordance with the Commission's policies. Any requests to take vacation or other personal leave time off from work must be pre-approved in writing and documented on the appropriate leave of absence slip. Employees shall record all non-productive work time on his/her timesheet.

- b) Produce work at the same level of quality and quantity which is expected while working at the regular Commission worksite.
- c) Maintain consistent and responsive communications with any customer, coworkers, or supervisors who may be affected by the telecommuting arrangement (via email and or telephone).
- d) Remain accessible during the telecommute work schedule. Employee must be available to report to the Commission worksite within two hours when requested by the Commission, consistent with reporting at the regular Commission worksite when requested.
- e) Keep the supervisor or Executive Director informed of progress and statuses of all work assigned and immediately discuss any problems encountered. Completion of a work status report may be required to participate in the telecommunicating program.

- f) Be available for teleconferences, scheduled on an as-needed basis within Employee's regularly scheduled work hours above.
- g) Have the telecommuting worksite be quiet and free of distractions, with reliable and secure internet and/or wireless access.

6. **Terms of Employment.** Employee understands that this Agreement is not a separate and distinct contract of employment with the Commission and does not provide any additional or other contractual rights regarding employment. This Agreement does not supersede the terms of the existing employment relationship, except as provided herein by this Agreement. All existing duties, obligations, responsibilities, and conditions of employment remain unchanged. The Employee remains obligated to comply with all Commission rules, policies, practices, and instructions that would ordinarily apply if Employee were working at his/her regular worksite.

Employee acknowledges that participation in this telecommuting arrangement shall not be construed as a benefit, but rather as an alternate work arrangement requested by Employee and approved by the Commission. No change shall be made to Employee's existing levels of salary and/or benefits as a result of participation in this temporary arrangement.

Work products developed or produced by the Employee while temporarily telecommuting remains the property of the Commission. Work hours, compensation and leave scheduling while telecommuting shall continue to conform to all applicable rules and policies of the Commission. Any requests to work overtime or use leave time shall require prior approval in writing by the Employee's supervisor in the same manner as when working at the regular worksite.

7. **Equipment and Office Supplies:** Commission-owned resources, equipment, supplies, and materials may only be used for Commission business. Employee is responsible for ensuring that all such Commission-owned items are properly used and maintained. Employee further agrees to take all reasonable steps to protect all Commission-owned property from theft, damage, or misuse. This includes maintaining data security and record confidentiality to at least the same degree as expected when working at the regular worksite. Employee may not duplicate Commission-owned software and will comply with licensing agreements for the use of all software owned and utilized by the Commission. Depending on the circumstances, Employee may be responsible for damage to or loss of Commission property.

Unless otherwise issued, Employee is responsible for providing work space, telephone, printing, networking, and/or Internet capabilities at the telecommute location, and shall not be reimbursed by the Commission for these or other related expenses. Employee will be responsible for any repair or maintenance of their personal equipment and supplies. The Commission will not be liable for any injuries to third parties or any other person present at the telecommuting worksite or for damage to the Employee's personal equipment or property.

The Commission shall endeavor to service or repair any issues related to telecommuting equipment, supplies, programs, or materials via remote access. However, in the event the Commission is unable to make such service or repair remotely, the Employee agrees to provide the Commission's personnel with necessary access to the telecommuting worksite, at a reasonable, mutually agreeable time during the workday, for the purpose of servicing or repairing any and all Commission-owned equipment, supplies, programs, or materials used by the Employee while telecommuting. All such items shall be returned to the Commission in good working order at the time requested by the Commission or upon discontinuance of the telecommuting arrangement.

8. **Telecommuting Site Safety and Ergonomics:** Employee agrees to maintain a safe, secure, and ergonomic work environment and to report work related injuries to the Employee's supervisor at the earliest reasonable opportunity. Employee agrees to hold the Commission harmless for injury to any other individuals at the temporary telecommuting worksite. Employee and the Commission agree to work together to ensure that the telecommuting worksite is safe and ergonomically suitable.

Employee shall allow access to the temporary telecommute location, at a reasonable, mutually agreeable time during the workday, to allow an inspection to ensure the workspace is free from hazards. Employee also agrees that the Commission may take photographs of work areas only for purposes of maintaining a record of same.

Injuries sustained by the Employee at the telecommuting worksite and in conjunction with their regular work duties would undergo review pursuant to the Workers' Compensation Act to determine compensability. The Employee remains liable for any injuries to third parties or any other person present at the telecommuting worksite or for damage to Employee's personal equipment or property.

9. **Termination.** Any breach of this Agreement by the Employee or violation of the Telecommuting Policy and Procedure may result in termination of this Agreement and/or disciplinary action, up to and including termination of employment.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Employee Name:

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Supervisor Name:

Due to the recent approval of the Cal/OSHA emergency temporary standards on COVID-19 infection prevention, as codified in Sections 3205 through 3205.4 of Title 8 of the California Code of Regulations (“ET Standards”), MCTC has adopted the following supplemental policies to the Employee Manual that will be effective November 30, 2020 through May 29, 2021 or for as long as the ET Standards remain effective.

The following section supplements section “4002 Sick Leave”:

***Cal/OSHA Paid Sick Leave***

- (a) Cal/OSHA Paid Sick Leave applies to all eligible employees, both full-time and part-time, who are excluded from work or telework due to a work-related COVID-19 diagnosis or a work-related COVID-19 exposure, but who are otherwise able and available to work.*
- (b) Employees are entitled to Cal/OSHA Paid Sick Leave at their regular rate of pay if they are unable to work or telework for one of the following reasons:*
  - (1) The employee contracted COVID-19 at the workplace and is subject to an isolation period.*
  - (2) The employee had a close contact exposure to COVID-19 at the workplace and is subject to a quarantine period. “Close contact exposure” means being within six feet of a COVID-19-positive individual for a cumulative total of 15 minutes or greater in any 24-hour period, starting from 48 hours prior to that COVID-19-positive individual developing symptoms or, if that COVID-19-positive individual is asymptomatic, from 48 hours prior to testing.*
- Cal/OSHA Paid Sick Leave is not available if the COVID-19 diagnosis or exposure is not work-related.*
- (c) Cal/OSHA Paid Sick Leave is available only after the employee exhausts all of their accrued sick leave, and all other state- or federal-provided COVID-19-related sick leave benefits (such as emergency paid sick leave under the Families First Coronavirus Response Act). To the extent the employee is eligible for or covered by workers’ compensation or benefit payments from public sources such as state disability, the Commission will reduce the Cal/OSHA Paid Sick Leave payments to the employee on a pro-rata basis.*
- (d) Cal/OSHA Paid Sick Leave does not have a maximum accrual or usage limit, but can only be used during the employee’s exclusion from work or telework due to a work-related COVID-19 isolation or quarantine period. Upon recovery of the employee or end of the quarantine period, the employee shall no longer be permitted to utilize Cal/OSHA Paid Sick Leave.*
- (e) During the employee’s exclusion from work or telework due to a work-related COVID-19 diagnosis or exposure, the Commission will maintain the employee’s seniority and other rights and benefits.*



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 7-D

**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

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**SUBJECT:**

Social Services Transportation Advisory Council meeting of April 1, 2021

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Social Service Transportation Advisory Council (SSTAC) met on April 1, 2021. The meeting packet and the minutes have been included in this agenda packet. This meeting had no quorum. The meeting proceeded with all agenda items; however, all prospective actions taken will have to be ratified during the next SSTAC meeting, scheduled for April 26, 2021.

The minutes for the previous SSTAC meeting dated May 27, 2020 were approved. There were no public comments. An agency interested in joining the SSTAC attended this meeting. The SSTAC Roles and Responsibilities hand-out was provided to the members. A new Chair was selected. The Chair is the Potential Transit User 60 years or Older representative. The Chair responsibilities were reviewed, and additional training was conducted as a follow up. The SSTAC vacancy flier was shared with the SSTAC as well as an update about interested applicants. One of the interested applicants was able to join this first meeting. The SSTAC was informed that any applicants' application would be forwarded to the MCTC Policy Board for approval and the new members would officially join in the April 26, 2021 meeting.

Discussion about the Unmet Transit Needs definition took place during Item 7 of the agenda. Definitions used by other agencies were provided for comparison. It was agreed that the definition of unmet transit needs and what reasonable to meet entails should be further reviewed and will require additional meetings with the SSTAC. Additional meetings will be scheduled after the April 26, 2021 meeting, and might possibly continue past the 2020-21 Fiscal Year. The proposed quarterly schedule for FY 2021-22 will be modified as needed.

Comments from the previous cycle were included in the SSTAC packet and the two new comments for this cycle were shared with the SSTAC.

The SSTAC was informed of the Public Hearing date, April 21, 2021 at 3:00 p.m. during MCTC's Policy Board meeting and the next SSTAC meeting is scheduled for April 26, 2021 at 1:30 p.m. via webinar.

**FISCAL IMPACT:**

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



## Regular Meeting of the Social Services Transportation Advisory Council

### **LOCATION**

Webinar

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

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

**You can also dial in using your phone.**

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

**Access Code:** 496-116-213

### **DATE**

April 1, 2021

### **TIME**

1:30

### **SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

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

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

## **AGENDA**

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

## **INTERPRETING SERVICES**

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

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

## **MEETING CONDUCT**

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

## **RECORD OF THE MEETING**

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

## Agenda

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

## **Social Service Transportation Advisory Council**

### **MINUTES**

#### **DATE**

**Wednesday, May 27, 2020**

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

#### **MEMBERS PRESENT**

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

#### **STAFF PRESENT:**

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

#### **VISITORS PRESENT:**

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

#### **I: Introductions**

Amelia Davies called the meeting to order and led introductions.

#### **II: Public Comment**

No public comment received.

#### **III. Chair and vice chair officer elections**

Delayed.

#### **IV: Minutes**

Approved.

#### **V: Unmet Transit Needs Response to Comments**

Comments were reviewed one by one.

#### **VI: Recommendation to the MCTC Board**

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

#### **VII: Future meetings**

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

**VIII: Adjournment**

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

## **Social Service Transportation Advisory Council**

### **MINUTES**

#### **DATE**

**Wednesday, June 1, 2020**

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

#### **MEMBERS PRESENT**

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

#### **STAFF PRESENT:**

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

#### **VISITORS PRESENT:**

None.

#### **I: Introductions**

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

#### **II: Public Comment**

No public comment received.

#### **III. Chair and vice chair officer elections**

Delayed.

#### **IV: Minutes**

Approved.

#### **V: Unmet Transit Needs Response to Comments**

Comments for the City of Madera were reviewed.

#### **VI: Recommendation to the MCTC Board**

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

#### **VII: Future meetings**

None scheduled.

**VIII: Adjournment**

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

## **“UNMET TRANSIT NEEDS”**

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

### **Social Service Transportation Advisory Council (SSTAC):**

**Role:**

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

**Responsibilities:**

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

# THE MADERA COUNTY TRANSPORTATION COMMISSION IS SEEKING APPLICATIONS FOR COMMITTEE APPOINTMENT

## Interested in joining the SSTAC?

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

[WWW.MADERACTC.ORG](http://WWW.MADERACTC.ORG)

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

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

Two vacancies to be filled:

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

## Madera County Transportation Commission Definition of “Unmet Transit Needs”

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

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

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

## Tulare County Unmet Transit Need Definition and Criteria

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

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

### Equity

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

### Timing

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

### Feasibility

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

### Performance

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

### Community Acceptance

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

### ADA Conformity

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

### Operational Feasibility

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

### Notes:

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

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

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

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

#### END OF TWELVE MONTHS OF SERVICE

##### *Performance Level*

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

#### END OF TWENTY-FOUR MONTHS

##### *Performance Level*

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

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

---

END OF THIRTY-SIX MONTHS

*Performance Level*

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

## MERCED COUNTY UNMET TRANSIT NEED AND REASONABLE TO MEET DEFINITIONS

### Unmet Transit Need:

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

### Reasonable to Meet:

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

### Minimum requirements:

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

### Other areas for consideration:

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

January 2021  
SSTAC

# STAFF REPORT

**SUBJECT:** Unmet Transit Needs Public Hearing

**RECOMMENDED ACTION:** Action

## SUMMARY:

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

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

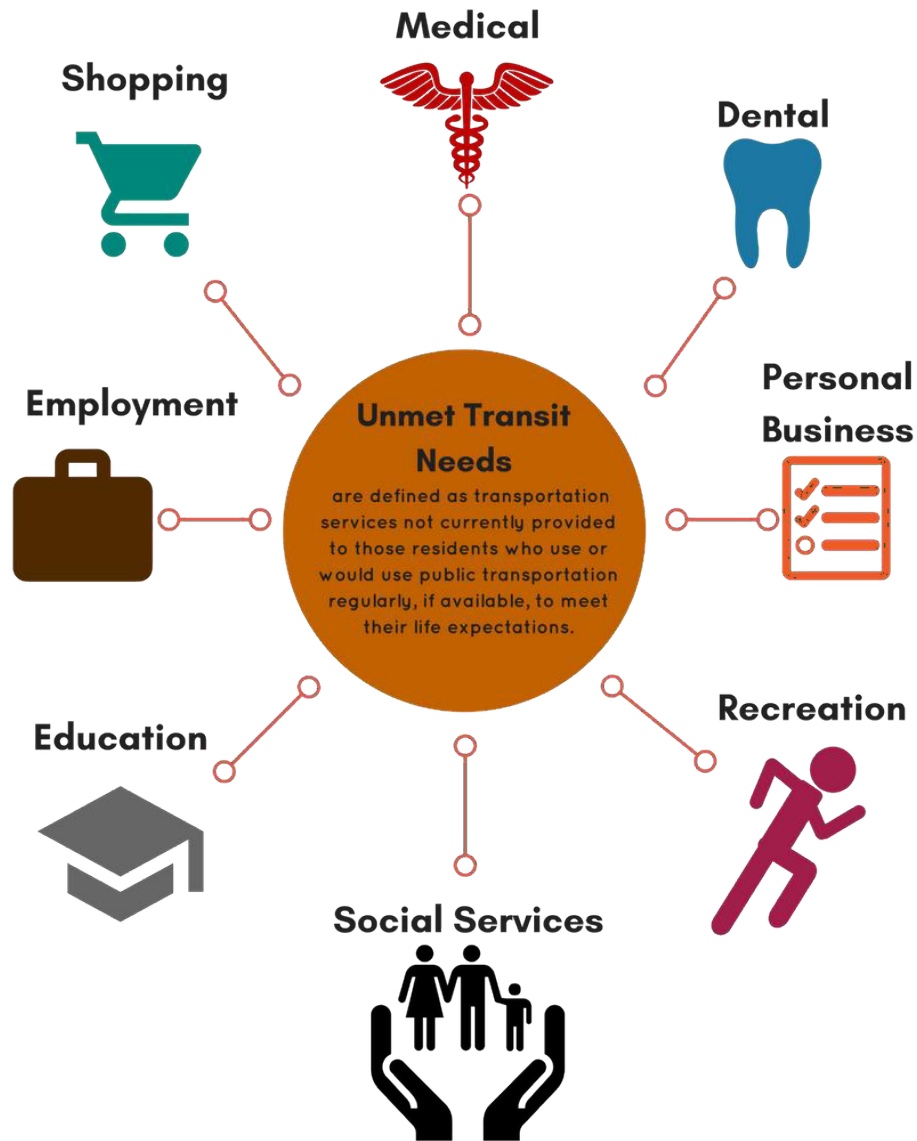
1. Ensure that several factors have been considered in the planning process, including:
  - a. Size and location of groups likely to be dependent on transit,
  - b. Adequacy of existing services and potential alternative services
  - c. Service improvements that could meet all or part of the travel demand.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

## RECOMMENDATION:

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

## BACKGROUND:

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



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



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

## DISCUSSION:

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

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

## NEXT STEPS:

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

*Report prepared by Joel Campos, Associate Regional Planner*

## KINGS COUNTY ASSOCIATION OF GOVERNMENTS

From KCAG's SSTAC 1.28.2021 Agenda

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

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

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

KCAG has defined these terms in the RTP as follows:

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

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

**SSTAC Schedule - Current**

**2020-2021**

**Quarter 4:** April - June

SSTAC 1 Meeting- April 1, 2021

Legally noticed Public Hearing – April 21, 2021

SSTAC 2 Meeting – April 26, 2021

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

**SSTAC Proposed New Quarterly Schedule**

**2021-2022**

**Quarter 1:** July – September

End of July – SSTAC 1

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

**Quarter 2:** October – December

First week of October – SSTAC 2

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

**Quarter 3:** January – March

End of January – SSTAC 3

Board Quarterly report in February

**Quarter 4:** April - June

April - SSTAC 4 Meeting

Unmet Needs Board meeting – May

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

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

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

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

## **Social Service Transportation Advisory Council**

### **MINUTES**

#### **DATE**

**Thursday, April 1, 2021**

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

#### **MEMBERS PRESENT**

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

#### **STAFF PRESENT:**

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

#### **VISITORS PRESENT:**

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

#### **I: Introductions**

Evelyn Espinosa called the meeting to order and led introductions.

#### **II: Public Comment**

No public comment received.

#### **III. Minutes of the May 27, 2020 SSTAC Meeting**

The minutes were approved.

#### **IV: New Member Orientation**

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

#### **V: Election of Officers**

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

**V: SSTAC Member Vacancies**

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

**VII: Unmet Transit Needs Definition Review**

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

**VIII: Quarterly Meetings for FY 2021-2022**

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

**IX: Anticipated Comments**

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

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

## **Social Service Transportation Advisory Council**

### **MINUTES**

#### **DATE**

**Wednesday, June 1, 2020**

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

#### **MEMBERS PRESENT**

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

#### **STAFF PRESENT:**

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

#### **VISITORS PRESENT:**

None.

#### **I: Introductions**

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

#### **II: Public Comment**

No public comment received.

#### **III. Chair and vice chair officer elections**

Delayed.

#### **IV: Minutes**

Approved.

**V: Unmet Transit Needs Response to Comments**

Comments for the City of Madera were reviewed.

**VI: Recommendation to the MCTC Board**

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

**VII: Future meetings**

None scheduled.

**VIII: Adjournment**

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 8-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Proposed FY 2021-22 Member Assessment Fees

**Enclosure:** Yes

**Action:** Approve proposed 2021-22 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget. Additional direction may be provided.

**SUMMARY:**

Madera County Transportation Commission's participation in the Valley Voice program is crucial as it not only allows Madera a seat at the table but also allows Madera to be seen and heard. The Valley Voice effort has been successful, and Madera County has benefited from its establishment. Unfortunately, there are no MCTC Federal or State funding sources that can be utilized for lobbying activities.

To actively participate in the Valley Voice programs, staff recommends continuing the Member Assessment Fees in the 2021-22 Budget process on a per capita basis in the amount of \$38,000. Included in your package is a copy of the proposed 2021-22 Member Assessment Fees Schedule that identifies the proportional amount that each member agency would be requested to pay for the Valley Voice effort.

To help supplement the Valley Voice effort, MCTC staff has been discussing the possible need to have MCTC retain a lobbyist to assist in advocating for various policies, programs, and projects that would benefit the Madera County region. Adding a lobbyist may potentially be an additional \$24,000-75,000 a year. The Valley Directors are also discussing retaining a state lobbyist for Valley wide efforts. The Valley wide effort may require a contribution of \$12,000 and the MCTC lobbyist may be approximately \$24,000-\$60,000. Staff will discuss these options during the Board meeting.

**FISCAL IMPACT:**

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



# Madera County Transportation Commission

## Proposed Member Assessment Fee Schedule

|                                    |                  |
|------------------------------------|------------------|
| Annual Valley Voice Program Budget | \$35,000         |
| Prior fiscal years carryover       | \$3,000          |
| Amount Needed FY 2021-22           | <b>\$ 38,000</b> |

| Member     | DOF (E-1)<br>Population<br>05/01/20 | Percent | Proportional<br>Amount |
|------------|-------------------------------------|---------|------------------------|
| Chowchilla | 12,329                              | 7.99%   | \$ 3,036               |
| Madera     | 66,225                              | 41.38%  | \$ 15,724              |
| County     | 80,340                              | 50.63%  | \$ 19,240              |
|            | 158,894                             | 100.00% | \$ 38,000              |

### History of Member Assessment Fees

|            | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 |
|------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Chowchilla | \$1,598  | \$2,237  | \$2,638  | \$2,956  | \$3,036  |          |          |          |
| Madera     | \$8,430  | \$11,802 | \$14,171 | \$15,311 | \$15,724 |          |          |          |
| County     | \$9,972  | \$13,961 | \$17,191 | \$18,733 | \$19,240 |          |          |          |
|            | \$20,000 | \$28,000 | \$34,000 | \$37,000 | \$38,000 | \$0      | \$0      | \$0      |

| Actual Expenses | \$34,393.08 | \$35,405.97 | \$35,410.96 |             |              |             |             |             |
|-----------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| Carryforward    | \$14,393.08 | \$7,405.97  | \$1,410.96  | \$0.00      | -\$38,000.00 | \$0.00      | \$0.00      |             |
|                 | FY 09-10    | FY 10-11    | FY 11-12    | FY 12-13    | FY 13-14     | FY 14-15    | FY 15-16    | FY 16-17    |
| Chowchilla      | \$722       | \$722       | \$527       | \$599       | \$1,432      | \$1,482     | \$1,877     | \$2,188     |
| Madera          | \$3,763     | \$3,763     | \$2,644     | \$3,159     | \$7,414      | \$7,893     | \$9,751     | \$11,582    |
| County          | \$5,515     | \$5,515     | \$3,804     | \$4,000     | \$9,189      | \$9,746     | \$12,189    | \$14,458    |
|                 | \$10,000    | \$10,000    | \$6,975     | \$7,758     | \$18,035     | \$19,121    | \$23,817    | \$28,228    |
| Actual Expenses | \$6,975.18  | \$7,757.63  | \$15,010.17 | \$14,878.83 | \$25,852.24  | \$31,349.44 | \$19,071.48 | \$34,203.46 |
| Carryforward    | -\$3,024.82 | -\$2,242.37 | \$8,035.17  | \$7,120.83  | \$7,817.24   | \$12,228.44 | -\$4,745.52 | \$5,975.46  |

|                    | Cum. Total Fees | Cum. Actual Expenses | Difference  |
|--------------------|-----------------|----------------------|-------------|
|                    | \$205,934       | \$260,308.44         | \$54,374.44 |
| Info thru FY 19-20 |                 |                      |             |
|                    | Avg/Yr-Cum.     | Avg/Last 5yrs        |             |
|                    | \$18,721.27     | \$29,445.60          |             |



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 8-B

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

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**SUBJECT:**

FY 2021-22 Overall Work Program and Line Item Budget

**Enclosure:** Yes

**Action:** Approve FY 2021-22 Overall Work Program and Line Item Budget – Resolution 21-06

**SUMMARY:**

Included in your package are the 2021-22 MCTC Overall Work Program Table of Contents and Line Item Budget. The document is available to review in its entirety at the [MCTC website](#).

This document is prepared annually as requested by Caltrans. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. The draft document was circulated for local agency and Caltrans review beginning in February. Comments received are reflected in the final document.

The Madera County Transportation Commission (MCTC) and the Madera County Transportation Authority (MCTA) are independent agencies – separate from that of the Cities and County. Therefore, all budgets, work products, and administration/operations are comparable of other Metropolitan Planning Organizations and Transportation Authorities. Funding to operate the two agencies can only be utilized for transportation planning and administrative purposes.

The MCTC budget is derived from the following funding resources:

- FHWA-PL – federal planning funds
- FTA 5303 – federal planning funds
- PPM – STIP – State Planning, Programming, and Monitoring funds
- TDA – Transportation Development Act administration and planning funds
- SB-1 Sustainable Communities Grant
- Measure “T” administration funds
- Member Assessment Fees

**FISCAL IMPACT:**

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

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## FY 2021-22 Overall Work Program

|                       | Funds Available by Revenue Source |           |           |           |                   |          |          |                 |                  |                              |          |                   |          |                    |           |
|-----------------------|-----------------------------------|-----------|-----------|-----------|-------------------|----------|----------|-----------------|------------------|------------------------------|----------|-------------------|----------|--------------------|-----------|
|                       | MCTC                              | Other     | Total     | MCTC LTF  | Member Assessment | MCTA     | STIP PPM | HR 133 STIP PPM | SJV REAP Housing | SB-1 Sustainable Communities | FHWA PL  | FHWA PL Carryover | FTA 5303 | FTA 5303 Carryover | Total     |
|                       | Carryover Prior Years             |           |           | 244,734   |                   | 0        | 0        |                 | 162,000          |                              | 410,350  |                   | 9,462    |                    | 826,546   |
|                       | Current Year Allocation           |           |           | 246,713   | 38,000            | 419,000  | 78,000   | 43,774          |                  | 169,057                      | 650,832  |                   | 59,506   | 0                  | 1,704,882 |
|                       | Carryover to Future Year          |           |           | (129,409) | (7,000)           | (13,482) | (6,491)  |                 |                  |                              | (10,424) |                   |          |                    | (166,806) |
| Total Available Funds | 1,256,702                         | 1,107,920 | 2,364,622 | 362,038   | 31,000            | 405,518  | 71,509   | 43,774          | 162,000          | 169,057                      | 640,408  | 410,350           | 59,506   | 9,462              | 2,364,622 |

| 4/15/2021 15:54          |  | 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 | HR 133 STIP PPM | SJV REAP Housing | SB-1 Sustainable Communities | FHWA PL   | FHWA PL Carryover | FTA 5303 | FTA 5303 Carryover | Total     |  |  |
| 100                      | Regional Transportation Plan                 | 203,822                | 125,000   | 328,822   | 23,377                         | 14,338                       |                   |         | 0        |                               |                 |                  |                              | 180,444   | 110,663           |          |                    | 328,822   |  |  |
| 101                      | Performance Measures                         | 23,408                 |           | 23,408    | 0                              | 0                            |                   |         | 2,685    |                               |                 |                  |                              | 20,723    |                   |          |                    | 23,408    |  |  |
| 102                      | Regional Housing Planning Program            | 8,000                  | 154,000   | 162,000   | 0                              | 0                            |                   |         | 0        |                               |                 | 162,000          |                              | 0         |                   |          |                    | 162,000   |  |  |
| 110                      | Regional Planning Database                   | 54,203                 |           | 54,203    | 0                              |                              |                   |         | 0        | 6,217                         |                 |                  |                              | 0         | 47,986            |          |                    | 54,203    |  |  |
| 110.1                    | San Joaquin Household Travel Survey          | 3,985                  | 27,081    | 31,066    | 0                              |                              |                   |         | 3,985    |                               | 27,081          |                  |                              | 0         |                   |          |                    | 31,066    |  |  |
| 111                      | Traffic Monitoring Program                   | 6,705                  | 8,000     | 14,705    | 0                              |                              |                   |         | 1,687    | 0                             |                 |                  |                              | 13,018    |                   |          |                    | 14,705    |  |  |
| 112                      | Regional Transportation Modeling             | 72,132                 | 54,500    | 126,632   | 0                              |                              |                   |         | 8,274    | 6,251                         |                 |                  |                              | 63,858    | 48,249            |          |                    | 126,632   |  |  |
| 113                      | Air Quality Transportation Planning          | 90,232                 | 8,000     | 98,232    | 11,267                         | 0                            |                   |         | 0        |                               |                 |                  |                              | 86,965    |                   |          |                    | 98,232    |  |  |
| 120                      | Goods Movement & Highways Planning           | 69,477                 |           | 69,477    | 0                              | 7,969                        |                   |         | 0        |                               |                 |                  |                              | 0         | 61,508            |          |                    | 69,477    |  |  |
| 122                      | Project Coordination & Financial Programming | 42,410                 |           | 42,410    | 0                              |                              |                   |         | 42,410   |                               |                 |                  |                              | 0         |                   |          |                    | 42,410    |  |  |
| 130                      | Public Transportation                        | 77,904                 |           | 77,904    | 7,710                          | 1,226                        |                   |         | 0        |                               |                 |                  |                              | 0         |                   | 59,506   | 9,462              | 77,904    |  |  |
| 140                      | Other Modal Elements                         | 139,750                |           | 139,750   | 16,029                         |                              |                   |         | 0        |                               |                 |                  |                              | 123,721   |                   |          |                    | 139,750   |  |  |
| 150                      | Public Participation Program                 | 29,790                 | 27,000    | 56,790    | 2,958                          | 3,556                        |                   |         | 0        |                               |                 |                  |                              | 22,832    | 27,444            |          |                    | 56,790    |  |  |
| 150.1                    | Public Outreach Coordination                 | 12,956                 | 100,000   | 112,956   | 0                              | 12,956                       |                   |         | 0        |                               |                 |                  |                              | 0         | 100,000           |          |                    | 112,956   |  |  |
| 151                      | Alternative Transportation Activities        | 77,278                 |           | 77,278    | 77,278                         |                              |                   |         | 0        |                               |                 |                  |                              | 0         |                   |          |                    | 77,278    |  |  |
| 200                      | Transportation Program Development           | 145,540                |           | 145,540   | 0                              |                              |                   |         | 0        |                               | 16,693          |                  |                              | 128,847   |                   |          |                    | 145,540   |  |  |
| 901                      | Transportation Funds Administration          | 85,590                 | 35,000    | 120,590   | 120,590                        |                              |                   |         | 0        |                               |                 |                  |                              | 0         |                   |          |                    | 120,590   |  |  |
| 902                      | Overall Work Program                         | 34,135                 |           | 34,135    | 34,135                         |                              |                   |         | 0        |                               |                 |                  |                              | 0         |                   |          |                    | 34,135    |  |  |
| 906                      | Fresno-Madera Sustainable Corridor Study     | 0                      | 16,379    | 16,379    | 0                              | 1,879                        |                   |         | 0        |                               |                 |                  |                              | 0         | 14,500            |          |                    | 16,379    |  |  |
| 907                      | Board Cost & Other Expenses                  | 4,867                  | 31,000    | 35,867    |                                |                              | 31,000            |         | 0        |                               |                 |                  |                              | 0         |                   |          |                    | 35,867    |  |  |
| 908                      | ZEV Readiness & Implementation Plan FY 21-22 | 10,500                 | 180,460   | 190,960   | 21,903                         |                              |                   |         | 0        |                               |                 |                  | 169,057                      | 0         |                   |          |                    | 190,960   |  |  |
| 910                      | MCTA Administration                          | 64,018                 | 341,500   | 405,518   | 0                              |                              |                   | 405,518 | 0        |                               |                 |                  |                              | 0         |                   |          |                    | 405,518   |  |  |
| Total Expenditures       |  | 1,256,702              | 1,107,920 | 2,364,622 | 320,114                        | 41,924                       | 31,000            | 405,518 | 59,041   | 12,468                        | 43,774          | 162,000          | 169,057                      | 640,408   | 410,350           | 59,506   | 9,462              | 2,364,622 |  |  |
|                          |  |                        |           |           | 362,038                        |                              |                   |         | 71,509   |                               |                 |                  |                              | 1,050,758 |                   | 68,968   |                    |           |  |  |

**Madera County Transportation Commission**  
**Line-item Budget Worksheet**  
15-Apr-21

| Revenues                                  | 20-21 Final        | 21-22 Budget       | Difference       | % Diff     |
|---|--------------------|--------------------|------------------|------------|
| FHWA PL                                   | \$658,999          | \$640,408          | (\$18,591)       | -3%        |
| FHWA PL Carryover                         | \$337,116          | \$410,350          | \$73,234         | 22%        |
| FTA 5303                                  | \$56,784           | \$59,506           | \$2,722          | 5%         |
| FTA 5303 Carryover                        | \$29,014           | \$9,462            | (\$19,552)       | -67%       |
| HR 133 PPM                                | \$0                | \$43,774           | \$43,774         | 0%         |
| STIP Carryover                            | \$0                | \$0                | \$0              | 0%         |
| STIP Planning                             | \$79,000           | \$71,509           | (\$7,491)        | -9%        |
| SB-1 Sustainable Communities 21-22        | \$0                | \$169,057          | \$169,057        | 0%         |
| SB-1 Sustainable Communities 20-21        | \$169,057          | \$0                | (\$169,057)      | -100%      |
| SB-1 Sustainable Communities 19-20        | \$120,122          | \$0                | (\$120,122)      | -100%      |
| SB-1 Sustainable Communities 18-19        | \$31,546           | \$0                | (\$31,546)       | -100%      |
| REAP Housing                              | \$172,886          | \$162,000          | (\$10,886)       | -6%        |
| TDA Carryover                             | \$122,127          | \$115,325          | (\$6,802)        | -6%        |
| TDA Administration                        | \$100,000          | \$110,000          | \$10,000         | 10%        |
| TDA Planning                              | \$131,619          | \$136,713          | \$5,094          | 4%         |
| Member Assessment Fees                    | \$30,000           | \$31,000           | \$1,000          | 3%         |
| MCTA Carryover                            | \$0                | \$0                | \$0              | 0%         |
| MCTA                                      | \$108,023          | \$405,518          | \$297,495        | 275%       |
| Other                                     | \$0                | \$0                | \$0              | 0%         |
| <b>Total Revenues</b>                     | <b>\$2,146,293</b> | <b>\$2,364,622</b> | <b>\$218,329</b> | <b>10%</b> |
| Non-cash information                      |                    |                    |                  |            |
| Toll Credits (PL)                         | \$0                | \$0                | \$0              | 0%         |
| Toll Credits (5303)                       | \$0                | \$0                | \$0              | 0%         |
| Expenses                                  | 20-21 Final        | 21-22 Budget       | Difference       | % Diff     |
| <b>Salaries &amp; Benefits</b>            |                    |                    |                  |            |
| Salaries                                  | \$688,211          | \$705,565          | \$17,354         | 3%         |
| ICMA 401(a)                               | \$102,332          | \$104,484          | \$2,152          | 2%         |
| FICA, Employer                            | \$40,855           | \$42,200           | \$1,345          | 3%         |
| Medicare                                  | \$9,978            | \$10,231           | \$253            | 3%         |
| Worker's Compensation                     | \$5,069            | \$5,186            | \$117            | 2%         |
| Health                                    | \$151,088          | \$154,916          | \$3,828          | 3%         |
| Unemployment Insurance                    | \$956              | \$1,120            | \$164            | 17%        |
| <b>Subtotal Salaries &amp; Benefits</b>   | <b>\$998,489</b>   | <b>\$1,023,702</b> | <b>\$25,213</b>  | <b>3%</b>  |
| Direct                                    | \$525,894          | \$541,882          | \$15,988         | 3%         |
| Indirect                                  | \$472,595          | \$481,819          | \$9,224          | 2%         |
| <b>Indirect Costs</b>                     |                    |                    |                  |            |
| Advertising/Publications                  | \$2,000            | \$2,000            | \$0              | 0%         |
| Auto & Cell Allowance                     | \$4,200            | \$4,200            | \$0              | 0%         |
| Computer Software                         | \$5,000            | \$5,000            | \$0              | 0%         |
| Conference/Training/Educator              | \$8,000            | \$8,000            | \$0              | 0%         |
| Equipment Leases                          | \$10,000           | \$10,000           | \$0              | 0%         |
| Bldg/Equip. Maint. & Repairs              | \$4,000            | \$4,000            | \$0              | 0%         |
| Insurance                                 | \$1,000            | \$1,000            | \$0              | 0%         |
| Janitorial Services                       | \$2,000            | \$2,000            | \$0              | 0%         |
| Legal Services                            | \$15,000           | \$15,000           | \$0              | 0%         |
| MCTC Audit                                | \$23,000           | \$24,000           | \$1,000          | 4%         |
| Membership Fees                           | \$4,000            | \$4,000            | \$0              | 0%         |
| Miscellaneous                             | \$4,000            | \$4,000            | \$0              | 0%         |
| Office Furniture                          | \$2,000            | \$2,000            | \$0              | 0%         |
| Office Supplies                           | \$6,000            | \$6,000            | \$0              | 0%         |
| Postage                                   | \$1,000            | \$1,000            | \$0              | 0%         |
| Rent                                      | \$73,000           | \$73,000           | \$0              | 0%         |
| Technology Related Equipment & Repairs    | \$30,000           | \$30,000           | \$0              | 0%         |
| Telephone/Internet/Website                | \$18,000           | \$18,000           | \$0              | 0%         |
| Travel Expenses                           | \$5,000            | \$5,000            | \$0              | 0%         |
| Utilities                                 | \$8,000            | \$8,000            | \$0              | 0%         |
| Valley Coordination                       | \$6,800            | \$6,800            | \$0              | 0%         |
| <b>Subtotal Indirect Costs</b>            | <b>\$232,000</b>   | <b>\$233,000</b>   | <b>\$1,000</b>   | <b>0%</b>  |
| <b>Other Direct Costs</b>                 |                    |                    |                  |            |
| Air Quality (Consultant)                  | \$8,000            | \$8,000            | \$0              | 0%         |
| Board Costs and Other Costs               | \$31,000           | \$31,000           | \$0              | 0%         |
| Consultant (SR 41 Corridor Study)         | \$56,478           | \$16,379           | (\$40,099)       | -71%       |
| Consultant (SB-1 Planning Grant)          | \$338,078          | \$180,460          | (\$157,618)      | -47%       |
| Consultant (Household Travel Survey)      | \$0                | \$27,081           | \$27,081         | 0%         |
| Consultant (Public Outreach Coordination) | \$100,000          | \$100,000          | \$0              | 0%         |
| Consultant (Regional Housing Program)     | \$163,886          | \$154,000          | (\$9,886)        | -6%        |
| Consultant (Measure Renewal)              | \$0                | \$300,000          | \$300,000        | 0%         |
| MCTA Conference(s)/Travel                 | \$2,000            | \$2,500            | \$500            | 25%        |
| MCTA Fin Asst/Audits/Annual Report        | \$24,000           | \$25,000           | \$1,000          | 4%         |
| MCTA Project Development                  | \$10,000           | \$10,000           | \$0              | 0%         |
| MCTC TDA Audits                           | \$12,000           | \$13,000           | \$1,000          | 8%         |
| MCTC TDA Other Admin Costs                | \$15,000           | \$15,000           | \$0              | 0%         |
| Model Update                              | \$6,053            | \$0                | (\$6,053)        | -100%      |
| Other MCTA Costs                          | \$4,000            | \$4,000            | \$0              | 0%         |
| Public Participation Program              | \$46,309           | \$30,000           | (\$16,309)       | -35%       |
| RTP EIR                                   | \$105,000          | \$75,000           | (\$30,000)       | -29%       |
| RTP/SCS Development                       | \$0                | \$50,000           | \$50,000         | 0%         |
| Technical/Modeling On-Call Services       | \$50,000           | \$50,000           | \$0              | 0%         |
| Traffic Model & GIS Support               | \$4,500            | \$4,500            | \$0              | 0%         |
| Traffic Monitoring Program                | \$7,500            | \$8,000            | \$500            | 7%         |
| Translation Services                      | \$4,000            | \$4,000            | \$0              | 0%         |
| Triennial Performance Audits              | \$28,000           | \$0                | (\$28,000)       | -100%      |
| <b>Subtotal Other Direct Costs</b>        | <b>\$1,015,804</b> | <b>\$1,107,920</b> | <b>\$92,116</b>  | <b>9%</b>  |
| <b>Total Expenses</b>                     | <b>\$2,246,293</b> | <b>\$2,364,622</b> | <b>\$118,329</b> | <b>5%</b>  |
|   |                    | \$0                |                  |            |

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

|   |                              |
|---|------------------------------|
| In the matter of<br><b>OVERALL WORK PROGRAM AND LINE ITEM<br/>BUDGET FOR FY 2021-2022</b> | Resolution No.: <b>21-06</b> |
|---|------------------------------|

**WHEREAS,** the Madera County Transportation Commission (Commission) has been designated the Regional Transportation Planning Agency for Madera County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613}; and

**WHEREAS,** the Commission is required by State and Federal funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

**WHEREAS,** the Commission staff has sought input from member agencies, including transit operators, and the State with respect to proposed work to be performed to satisfy State and Federal requirements, in addition to local priorities; and

**WHEREAS,** the proposed Overall Work Program has been prepared to meet State and Federal requirements; and

**WHEREAS,** the Overall Work Program is considered to be a guide for work activity and may be considered for amendment by the Commission Policy Board during the 2021-22 fiscal year; and

**WHEREAS,** the MCTC has prepared a line item budget which is consistent with the Overall Work Program; and

**NOW, THEREFORE, LET IT BE RESOLVED,** that the Madera County Transportation Commission does hereby adopt the FY 2021-22 Overall Work Program and Budget and certifies that its planning process will be implemented through this document in accordance with:

- (1) Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act);

- (2) Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101 (b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (FR Vol. 64 No. 21, 49 CFR part 26); and
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulation (49 CFR Parts 27, 37, and 38).

**BE IT FURTHER RESOLVED,** that the Commission Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications and applications for funding to State and Federal agencies identified as proposed sources of funding by the 2021-22 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

**BE IT FURTHER RESOLVED,** that the Commission will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2021.

The foregoing resolution was adopted this 21<sup>st</sup> day of April 2021 by the following vote:

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

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 8-C

**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

---

**SUBJECT:**

Social Services Transportation Advisory Council (SSTAC) Members Appointments and Vacancies

**Enclosure:** No

**Action:** Appoint applicants to the Social Service Transportation Advisory Council

**SUMMARY:**

The Madera County Transportation Commission advertised for Social Services Transportation Advisory Council (SSTAC) vacancies in two categories:

1. Potential Transit User Who Is Disabled
2. Local Social Service Provider for Persons of Limited Means

Staff received applications for both categories.

Appointments

1. *Frank J. Simon* is a resident of Madera County District 5. He is a former firefighter and paramedic, and a former Search and Rescue Officer for the Madera County Sheriff's Office.
2. *Anabel Miranda* is a representative from the Workforce Assistance Center.

Staff recommends MCTC Policy Board's approval of Mr. Simon and Ms. Miranda's applications to join the SSTAC. The term of appointment shall be for three years and may be renewed.

Vacancies

There are vacancies in the following categories.

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

Staff will continue reaching out and advertising to fill these vacancies.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 9-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Measure "T" Fund Compliance Audit Report for Fiscal Year ended June 30, 2020: City of Chowchilla

**Enclosure:** Yes

**Action:** Accept Measure T Compliance Audit Report

**SUMMARY:**

MCTA has received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2020 for the City of Chowchilla. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings.

**FISCAL IMPACT:**

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

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND**

**FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
AND COMPLIANCE REPORT**

**FOR THE YEAR ENDED  
JUNE 30, 2020**

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
JUNE 30, 2020**

Item 9-9-A.

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**PRICE PAIGE & COMPANY**  
Accountancy Corporation

The Place to Be

## INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners  
Madera County Transportation Commission  
Madera, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Measure "T" Fund of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2020, and the related notes to the financial statements, as listed in the table of contents.

### **Management's Responsibility for the Financial Statements**

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### **Auditor's Responsibility**

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control as it relates to the Measure "T" Fund. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure "T" Fund of the City of Chowchilla, California as of June 30, 2020, and the changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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Clovis, CA 93611

tel 559.299.9540  
fax 559.299.2344

## Emphasis of Matter

As discussed in Note 1, the financial statements present only the Measure "T" Fund of the City of Chowchilla and do not purport to, and do not present fairly the financial position of the City, as of June 30, 2020, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

## Other Matters

### *Required Supplementary Information*

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 10-11 be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### *Supplementary Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's Measure "T" Fund's financial statements. The Balance Sheet by Funding Source and the Schedule of Revenues and Expenditures by Funding Source (the Schedules) are presented for purposes of additional analysis and are not a required part of the financial statements.

The Schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedules are fairly stated, in all material respects, in relation to the financial statements as a whole.

## Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2021, on our consideration of the City's internal control over financial reporting as it relates to the Measure "T" Fund and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance as it relates to the Measure "T" Fund.

*Price Pange & Company*

Clovis, California  
March 31, 2021

## FINANCIAL STATEMENTS

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
JUNE 30, 2020**

Item 9-9-A.

**ASSETS**

Current Assets:

|                      |                |
|----------------------|----------------|
| Cash and investments | \$ 1,146,633   |
| Due from other funds | 11,861         |
| Due from MCTA        | <u>205,895</u> |

Total assets \$ 1,364,389

**LIABILITIES**

Current Liabilities:

|                  |                  |
|------------------|------------------|
| Accounts payable | <u>\$ 83,926</u> |
|------------------|------------------|

Total liabilities 83,926

**DEFERRED INFLOWS OF RESOURCES**

|                      |                |
|----------------------|----------------|
| Unavailable revenues | <u>205,895</u> |
|----------------------|----------------|

Total deferred inflows of resources 205,895

**FUND BALANCE**

|                                    |                  |
|------------------------------------|------------------|
| Restricted for highway and streets | <u>1,074,568</u> |
|------------------------------------|------------------|

Total fund balance 1,074,568

Total liabilities, deferred inflows of resources  
and fund balance \$ 1,364,389

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES  
FOR THE YEAR ENDED JUNE 30, 2020**

Item 9-9-A.

**REVENUES**

|                       |                |
|-----------------------|----------------|
| Measure "T" sales tax | \$ 264,110     |
| Interest              | <u>22,316</u>  |
| Total revenues        | <u>286,426</u> |

**EXPENDITURES**

|                     |               |
|---------------------|---------------|
| Current:            |               |
| Highway and streets | <u>83,926</u> |
| Total expenditures  | <u>83,926</u> |

|  |                |
|--|----------------|
| Excess of revenues over (under) expenditures | <u>202,500</u> |
|--|----------------|

**OTHER FINANCING SOURCES (USES)**

|                                      |                  |
|--------------------------------------|------------------|
| Transfers out                        | <u>(521,035)</u> |
| Total other financing sources (uses) | <u>(521,035)</u> |

|                            |           |
|----------------------------|-----------|
| Net change in fund balance | (318,535) |
|----------------------------|-----------|

|                          |                  |
|--------------------------|------------------|
| Fund balance - beginning | <u>1,393,103</u> |
|--------------------------|------------------|

|                       |                     |
|-----------------------|---------------------|
| Fund balance - ending | <u>\$ 1,074,568</u> |
|-----------------------|---------------------|

The accompanying notes are an integral part of this statement.

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020**

Item 9-9-A.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION**

**Description of Reporting Entity**

The accompanying financial statements present only the Measure "T" Transportation Sales Tax Fund as recorded in the Measure "T" Fund of the City of Chowchilla, California (the City) and are not intended to present fairly the financial position, and changes in financial position of the City with accounting principles generally accepted in the United States of America.

**Basis of Accounting and Measurement Focus**

The financial statements of the Measure "T" Fund have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Measure "T" Fund's accounting policies are described below.

The Measure "T" Fund is a governmental fund specifically categorized as a special revenue fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are restricted, committed, or assigned to expenditures for specified purposes. Governmental funds are accounted for on a "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally received in cash within 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the Measure "T" Fund are intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually restricted as to use, are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipt or earlier, if they meet the availability criterion.

**Use of Estimates**

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**Due from Madera County Transportation Authority (MCTA)**

Due from MCTA consists of the Measure "T" allocations due from Madera Commission Transportation Authority. As of June 30, 2020, the balance of \$205,895 is related to the fourth quarter and excess disbursements of the fiscal year 2020 Measure "T" allocations.

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020**

Item 9-9-A.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING INFORMATION** (Continued)

**Unavailable Revenue**

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations. The City received the third quarter, fourth quarter and excess allocations of fiscal year 2020 Measure "T" monies after the available period (60 days after year-end). As of June 30, 2020, the City's total unavailable revenues were \$205,895.

**Fund Balance Classification**

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable

Amounts cannot be spent either because they are in nonspendable form (such as inventory or prepaid expense, and long-term loans and notes receivable) or because they are legally or contractually required to be maintained intact (such as principal of a permanent fund).

Restricted

Amounts with external constraints placed on the use of these resources (such as debt covenants, grantors, contributors, or laws or regulations of other governments, etc.) or imposed by law through constitutional provisions or enabling legislation.

Committed

Amounts that can only be used for specific purposes pursuant to constraints imposed by City Council, the City's highest level of decision-making authority, through an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified uses through the same type of formal action taken to establish the commitment.

Assigned

Amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. Intent is expressed by the City Council or its designee and may be changed at the discretion of the City Council or its designee. For all governmental funds other than the General Fund, any remaining positive amounts not classified as nonspendable, restricted or committed must be designated as assigned fund balance.

Unassigned

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

The City would typically use restricted fund balances first, followed by committee resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to deter the use of these other classified funds.

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2020**

Item 9-9-A.

**NOTE 2 – CASH AND INVESTMENTS**

The Measure "T" Fund participates in the City's cash and investments pool that includes all other City funds, which the City Treasurer invests to enhance interest earnings. Interest income from the investment of pooled cash is allocated on an accounting basis based on the period-end cash and investment balance of the funds as a percentage of the total pooled cash balance.

The City participates in an investment pool managed by the State of California, titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in Structured Notes and Assets-Backed Securities. The City values all of its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Citywide information concerning cash and investments for the year ended June 30, 2020, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes of the City's financial statements.

**NOTE 3 – TRANSFERS**

Transfers for the year ended June 30, 2020 are summarized as follows:

|                | <u>Transfers Out</u>      |
|----------------|---------------------------|
| Measure T Fund | \$ 521,035 <sup>(1)</sup> |

- <sup>(1)</sup> Measure T Fund transferred \$306,259 to Streets and Roads (LTF) for street maintenance and operational costs and \$197,929 and \$16,847 to the Capital Projects Fund for the Wilson School Project and the Sustainable Communities Plan Project, respectively.

**NOTE 4 – COMMITMENTS AND CONTINGENCIES**

On March 11, 2020, the World Health Organization declared the outbreak of coronavirus (COVID-19) a pandemic. In response, the State of California issued stay at home orders which include the temporary closure of all businesses deemed to be nonessential. Many stay at home orders have required individuals living in the San Joaquin Valley Region to stay at home, except as allowed, to maintain continuity of the federal critical infrastructure sectors. Accordingly, some functions of the City's operations have been limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

## REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA**  
**MEASURE "T" FUND**  
**STATEMENT OF REVENUES, EXPENDITURES AND**  
**CHANGES IN FUND BALANCES – BUDGET AND ACTUAL**  
**FOR THE YEAR ENDED JUNE 30, 2020**

|  | Original<br>Budget  | Final<br>Budget     | Actual              | Variance with<br>Final Budget |
|--|---------------------|---------------------|---------------------|-------------------------------|
| <b>REVENUES</b>                              |                     |                     |                     |                               |
| Measure "T" sales tax                        | \$ 405,391          | \$ 405,391          | \$ 264,110          | \$ (141,281)                  |
| Interest                                     | <u>25,900</u>       | <u>24,709</u>       | <u>22,316</u>       | <u>(2,393)</u>                |
| Total revenues                               | <u>431,291</u>      | <u>430,100</u>      | <u>286,426</u>      | <u>(143,674)</u>              |
| <b>EXPENDITURES</b>                          |                     |                     |                     |                               |
| Current:                                     |                     |                     |                     |                               |
| Highway and streets                          | <u>-</u>            | <u>449,725</u>      | <u>83,926</u>       | <u>365,799</u>                |
| Total expenditures                           | <u>-</u>            | <u>449,725</u>      | <u>83,926</u>       | <u>365,799</u>                |
| Excess of revenues over (under) expenditures | <u>431,291</u>      | <u>(19,625)</u>     | <u>202,500</u>      | <u>222,125</u>                |
| <b>OTHER FINANCING SOURCES (USES)</b>        |                     |                     |                     |                               |
| Transfers out                                | <u>(545,262)</u>    | <u>(570,188)</u>    | <u>(521,035)</u>    | <u>49,153</u>                 |
| Total other financing sources (uses)         | <u>(545,262)</u>    | <u>(570,188)</u>    | <u>(521,035)</u>    | <u>49,153</u>                 |
| Net change in fund balance                   | <u>\$ (113,971)</u> | <u>\$ (589,813)</u> | <u>(318,535)</u>    | <u>\$ 271,278</u>             |
| Fund balance - beginning                     |                     |                     | <u>1,393,103</u>    |                               |
| Fund balance - ending                        |                     |                     | <u>\$ 1,074,568</u> |                               |

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION  
FOR THE YEAR ENDED JUNE 30, 2020**

Item 9-9-A.

**BUDGETARY INFORMATION**

The City of Chowchilla, California (the City) establishes annual budgets for the Measure "T" Fund. Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year's expenditures.
- 2) A meeting is held between the department heads, Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City's accounting system and monitored by the Finance Department, as well as by the department heads.

Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year in which the applicable purchase orders are to be made. Budgeted amounts are maintained as originally adopted until further amended as described above. The level of control (level at which expenditures may not exceed budget) is at the fund levels for the Measure "T" Fund.

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## SUPPLEMENTARY INFORMATION

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
BALANCE SHEET  
BY FUNDING SOURCE  
JUNE 30, 2020**

Item 9-9-A.

|   | Commute<br>Corridors/<br>Farm to<br>Market | Safe Routes<br>to School<br>and Jobs | Transit<br>Enhancement | Environmental<br>Enhancement | Fund<br>Total       |
|---|--|--------------------------------------|------------------------|------------------------------|---------------------|
| <b>ASSETS</b>   |  |                                      |                        |                              |                     |
| Current Assets:   |  |                                      |                        |                              |                     |
| Cash and investments  | \$ 308,787                                 | \$ 600,458                           | \$ 120,103             | \$ 117,285                   | \$ 1,146,633        |
| Due from other funds  | -  | 11,861                               | -                      | -                            | 11,861              |
| Due from MCTA   | <u>100,437</u>                             | <u>89,389</u>                        | <u>8,034</u>           | <u>8,035</u>                 | <u>205,895</u>      |
| Total assets  | <u>\$ 409,224</u>                          | <u>\$ 701,708</u>                    | <u>\$ 128,137</u>      | <u>\$ 125,320</u>            | <u>\$ 1,364,389</u> |
| <b>LIABILITIES</b>  |  |                                      |                        |                              |                     |
| Current Liabilities:  |  |                                      |                        |                              |                     |
| Accounts payable  | \$ -                                       | \$ 83,926                            | \$ -                   | \$ -                         | \$ 83,926           |
| Total liabilities   | <u>-</u>                                   | <u>83,926</u>                        | <u>-</u>               | <u>-</u>                     | <u>83,926</u>       |
| <b>DEFERRED INFLOWS OF RESOURCES</b>                                  |  |                                      |                        |                              |                     |
| Unavailable revenues  | <u>100,437</u>                             | <u>89,389</u>                        | <u>8,034</u>           | <u>8,035</u>                 | <u>205,895</u>      |
| Total deferred inflows of resources                                   | <u>100,437</u>                             | <u>89,389</u>                        | <u>8,034</u>           | <u>8,035</u>                 | <u>205,895</u>      |
| <b>FUND BALANCES</b>  |  |                                      |                        |                              |                     |
| Restricted for highway and streets                                    | <u>308,787</u>                             | <u>528,393</u>                       | <u>120,103</u>         | <u>117,285</u>               | <u>1,074,568</u>    |
| Total fund balances   | <u>308,787</u>                             | <u>528,393</u>                       | <u>120,103</u>         | <u>117,285</u>               | <u>1,074,568</u>    |
| Total liabilities, deferred inflows<br>of resources and fund balances | <u>\$ 409,224</u>                          | <u>\$ 701,708</u>                    | <u>\$ 128,137</u>      | <u>\$ 125,320</u>            | <u>\$ 1,364,389</u> |

**CITY OF CHOWCHILLA, CALIFORNIA  
MEASURE "T" FUND  
SCHEDULE OF REVENUES AND EXPENDITURES  
BY FUNDING SOURCE  
FOR THE YEAR ENDED JUNE 30, 2020**

|   | Commuter<br>Corridors/<br>Farm to<br>Market | Safe Routes<br>to School<br>and Jobs | Transit<br>Enhancement | Environmental<br>Enhancement | Fund<br>Total       |
|---|---|--------------------------------------|------------------------|------------------------------|---------------------|
| <b>REVENUES</b>                                 |   |                                      |                        |                              |                     |
| Measure "T" sales tax                           | \$ 128,834                                  | \$ 114,663                           | \$ 10,306              | \$ 10,307                    | \$ 264,110          |
| Interest  | 6,323                                       | 12,688                               | 1,673                  | 1,632                        | 22,316              |
| Total revenues                                  | <u>135,157</u>                              | <u>127,351</u>                       | <u>11,979</u>          | <u>11,939</u>                | <u>286,426</u>      |
| <b>EXPENDITURES</b>                             |   |                                      |                        |                              |                     |
| Current:  |   |                                      |                        |                              |                     |
| Highway and streets                             | -   | 83,926                               | -                      | -                            | 83,926              |
| Total expenditures                              | <u>-</u>                                    | <u>83,926</u>                        | <u>-</u>               | <u>-</u>                     | <u>83,926</u>       |
| Excess of revenues over (under)<br>expenditures | <u>135,157</u>                              | <u>43,425</u>                        | <u>11,979</u>          | <u>11,939</u>                | <u>202,500</u>      |
| <b>OTHER FINANCING SOURCES (USES)</b>           |   |                                      |                        |                              |                     |
| Transfers out                                   | <u>(197,929)</u>                            | <u>(323,106)</u>                     | <u>-</u>               | <u>-</u>                     | <u>(521,035)</u>    |
| Total other financing sources (uses)            | <u>(197,929)</u>                            | <u>(323,106)</u>                     | <u>-</u>               | <u>-</u>                     | <u>(521,035)</u>    |
| Net change in fund balances                     | (62,772)                                    | (279,681)                            | 11,979                 | 11,939                       | (318,535)           |
| Fund balances - beginning                       | <u>371,559</u>                              | <u>808,074</u>                       | <u>108,124</u>         | <u>105,346</u>               | <u>1,393,103</u>    |
| Fund balances - ending                          | <u>\$ 308,787</u>                           | <u>\$ 528,393</u>                    | <u>\$ 120,103</u>      | <u>\$ 117,285</u>            | <u>\$ 1,074,568</u> |

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## COMPLIANCE REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
 FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN  
 ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE  
RULES AND REGULATIONS OF THE MEASURE "T" ENABLING LEGISLATION

To the Board of Commissioners  
 Madera County Transportation Commission  
 Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure "T" Fund of the City of Chowchilla, California (the City), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Measure "T" Fund's financial statements, and have issued our report thereon dated March 31, 2021, which included an explanatory paragraph describing that the financial statements only present the City's Measure "T" Fund.

#### Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as it relates to the Measure "T" Fund, as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of City's internal control. Accordingly, we do not express an opinion on the effectiveness of City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's Measure "T" Fund financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

#### Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's Measure "T" Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that allocations made and expended by the City were made

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in accordance with the Measure "T" Enabling Legislation. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the Measure "T" Fund. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis, California  
March 31, 2021



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 9-B

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

FY 2020-21 Annual Work Program Amendment No. 2

**Enclosure:** Yes

**Action:** Approve Annual Work Program Amendment No. 2

**SUMMARY:**

Per Authority policy, the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure “T” program. The Annual Work Program recognizes funds available for projects according to the Measure “T” Investment Plan and outlines each local jurisdiction’s Annual Expenditure Plan with respect to the available funds. The original AWP was approved on September 23, 2020, and Amendment No. 1 was approved March 17, 2021. Due to the award of the Trade Corridor Enhancement Program grant for the SR 99 Madera South (Ave 7 to Ave 12) project for the Right of Way phase, the local match of Measure T needs to be programmed into the Annual Work Program. An amount needed for FY 2020-21 has been included in Amendment No. 2.

**FISCAL IMPACT:**

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



# ANNUAL WORK PROGRAM

Fiscal Year  
2020-21  
Amendment No. 2

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## Introduction

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$167 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

### **1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$85.3 million or 51%.**

Authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$43.5 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$41.8 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs. Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

### **2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$73.6 million or 44%.**

The goal is to improve each individual City's and the County's local transportation systems. Several funding programs are included:

- **\$36.3 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$36.3 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
  - Fill potholes
  - Repave streets
  - County Maintenance District Area improvements
  - Add additional lanes to existing streets and roads
  - Improve sidewalks
  - Traffic control devices to enhance student and public safety
  - Enhance public transit
  - Construct bicycle and pedestrian projects and improvements
  - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- About **\$836,000** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

### **3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$3.3 million or 2%.**

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$3.06 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$1.64 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.22 million** or 0.14%, and the City of Madera would receive **\$1.2 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
  - Routes
  - Buses (including low emission)
  - Night and weekend service
  - Bus shelters and other capital improvements

- Safer access to public transit services
- Carpools
- The remaining **\$284,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

#### **4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$3.3 million or 2%.**

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM<sub>10</sub> and PM<sub>2.5</sub> emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation, and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

#### **5. ADMINISTRATION AND PLANNING PROGRAM - \$1.67 million or 1%.**

Measure funding is provided to the Authority to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

This document, the Measure "T" Annual Work Program, outlines the anticipated expenditure of Measure "T" funds by each Agency to the various programs for a specific year.



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

Gross Allocation 10,400,000.00  
 Deductions 0.00  
 Net Allocation 10,400,000.00

| Jurisdiction | Population     | Rate   |
|--------------|----------------|--------|
| County       | 80,357         | 0.5081 |
| Madera       | 65,415         | 0.4136 |
| Chowchilla   | 12,375         | 0.0782 |
|              | <u>158,147</u> |        |

| <b>Measure T Programs</b>                    | <b>Percent</b> | <b>Amount</b>          | <b>County Allocation</b> | <b>Madera Allocation</b> | <b>Chowchilla Allocation</b> | <b>MCTA Allocation</b> |
|--|----------------|------------------------|--------------------------|--------------------------|------------------------------|------------------------|
| <b>Commute Corridors/Farm to Market</b>      | <b>51.00%</b>  | <b>\$ 5,304,000.00</b> |                          |                          |                              |                        |
| Regional Streets and Highways Program        | 26.00%         | \$ 2,704,000.00        |                          |                          |                              | \$ 2,704,000.00        |
| Regional Rehab                               | 25.00%         | \$ 2,600,000.00        | \$ 1,321,101.25          | \$ 1,075,448.79          | \$ 203,449.96                |                        |
|  |                |                        |                          |                          |                              |                        |
| <b>Safe Routes to School &amp; Jobs</b>      | <b>44.00%</b>  | <b>\$ 4,576,000.00</b> |                          |                          |                              |                        |
| Street Maintenance                           | 13.00%         | \$ 1,352,000.00        | \$ 686,972.65            | \$ 559,233.37            | \$ 105,793.98                |                        |
| County Maint. District, Suppl. Street Maint. | 8.75%          | \$ 910,000.00          | \$ 462,385.44            | \$ 376,407.07            | \$ 71,207.49                 |                        |
| Flexible (*Funds impounded by MCTA)          | 21.75%         | \$ 2,262,000.00        | \$ 1,149,358.09          | \$ 935,640.45            | \$ 177,001.46                | \$ 2,262,000.00        |
| ADA Compliance                               | 0.50%          | \$ 52,000.00           | \$ 26,422.02             | \$ 21,508.98             | \$ 4,069.00                  |                        |
|  |                |                        |                          |                          |                              |                        |
| <b>Transit Enhancement Program</b>           | <b>2.00%</b>   | <b>\$ 208,000.00</b>   |                          |                          |                              |                        |
| Madera County                                | 0.9299%        | \$ 96,709.60           | \$ 96,709.60             |                          |                              |                        |
| City of Madera                               | 0.7569%        | \$ 78,717.60           |                          | \$ 78,717.60             |                              |                        |
| City of Chowchilla                           | 0.1432%        | \$ 14,892.80           |                          |                          | \$ 14,892.80                 |                        |
| ADA/Seniors/Paratransit                      | 0.17%          | \$ 17,680.00           | \$ 8,983.49              | \$ 7,313.06              | \$ 1,383.45                  |                        |
|  |                |                        |                          |                          |                              |                        |
| <b>Environmental Enhancement Prog.</b>       | <b>2.00%</b>   | <b>\$ 208,000.00</b>   | \$ 105,688.10            | \$ 86,035.90             | \$ 16,276.00                 |                        |
|  |                |                        |                          |                          |                              |                        |
| <b>Administration/Planning</b>               | <b>1.00%</b>   | <b>\$ 104,000.00</b>   |                          |                          |                              | \$ 104,000.00          |
|  |                |                        |                          |                          |                              |                        |
|  |                | TOTAL                  | \$ 2,708,262.55          | \$ 2,204,664.77          | \$ 417,072.68                | \$ 5,070,000.00        |

## Measure “T” Programming Summary

### MCTA

|                               | CO                 | Excess           | Allocated          | Bond/Other       | Programmed          | Balance      |
|-------------------------------|--------------------|------------------|--------------------|------------------|---------------------|--------------|
| Regional Streets and Highways | \$4,880,369        | \$176,815        | \$2,704,000        | \$301,560        | \$8,071,744         | \$0          |
| Flexible Program              | \$3,683,681        | \$147,912        | \$2,262,000        | \$0              | \$6,093,593         | \$0          |
| Admin/Planning/Other          | \$0                | \$6,800          | \$104,000          | \$0              | \$108,023           | \$2,777      |
| <b>TOTALS</b>                 | <b>\$8,564,050</b> | <b>\$331,527</b> | <b>\$5,070,000</b> | <b>\$301,560</b> | <b>\$14,273,360</b> | <b>2,777</b> |

### County of Madera

|   | CO                  | Excess           | Allocated          | Programmed          | Balance            |
|---|---------------------|------------------|--------------------|---------------------|--------------------|
| Commute Corridors/<br>Farm to Market (Regional) | \$7,993,230         | \$85,653         | \$1,321,101        | \$8,078,883         | \$1,321,101        |
| Safe Routes to School & Jobs (Local)            | \$3,310,739         | \$76,232         | \$1,175,780        | \$3,156,373         | \$1,406,378        |
| Transit Enhancement Program (Public)            | \$759,424           | \$6,852          | \$105,693          | \$664,658           | \$207,311          |
| Environmental Enhancement Program               | \$893,120           | \$6,852          | \$105,688          | \$899,972           | \$105,688          |
| <b>TOTALS</b>                                   | <b>\$12,956,513</b> | <b>\$175,589</b> | <b>\$2,708,262</b> | <b>\$12,799,886</b> | <b>\$3,040,478</b> |

### City of Madera

|   | CO                  | Excess           | Allocated          | Programmed         | Balance            |
|---|---------------------|------------------|--------------------|--------------------|--------------------|
| Commute Corridors/<br>Farm to Market (Regional) | \$8,300,644         | \$70,777         | \$1,075,449        | \$6,744,045        | \$2,702,825        |
| Safe Routes to School & Jobs (Local)            | \$1,868,380         | \$62,992         | \$957,149          | \$1,295,000        | \$1,593,521        |
| Transit Enhancement Program (Public)            | \$413,279           | \$5,662          | \$86,031           | \$0                | \$504,972          |
| Environmental Enhancement Program               | \$314,308           | \$5,662          | \$86,036           | \$93,000           | \$313,006          |
| <b>TOTALS</b>                                   | <b>\$10,896,611</b> | <b>\$145,093</b> | <b>\$2,204,665</b> | <b>\$8,132,045</b> | <b>\$5,114,324</b> |

### City of Chowchilla

|   | CO              | Excess          | Allocated        | Programmed       | Balance         |
|---|-----------------|-----------------|------------------|------------------|-----------------|
| Commute Corridors/<br>Farm to Market (Regional) | \$0             | \$13,584        | \$203,450        | \$217,034        | \$0             |
| Safe Routes to School & Jobs (Local)            | \$97,213        | \$12,090        | \$181,070        | \$290,373        | \$0             |
| Transit Enhancement Program (Public)            | \$1,595         | \$1,041         | \$16,276         | \$0              | \$18,912        |
| Environmental Enhancement Program               | \$0             | \$1,087         | \$16,276         | \$0              | \$17,363        |
| <b>TOTALS</b>                                   | <b>\$98,808</b> | <b>\$27,802</b> | <b>\$417,072</b> | <b>\$507,407</b> | <b>\$36,275</b> |

## Local Agency Annual Expenditure Plans

The 20-year measure funding is expected to generate approximately a total of \$167,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2020-21 a total of \$10,400,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

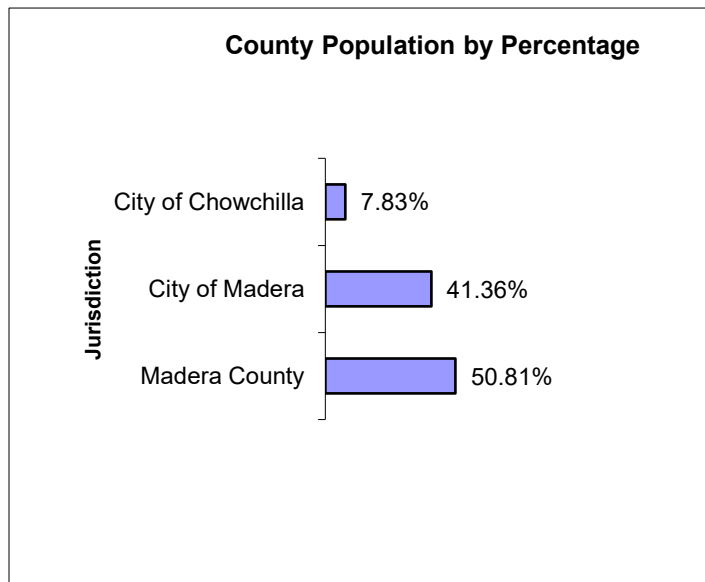
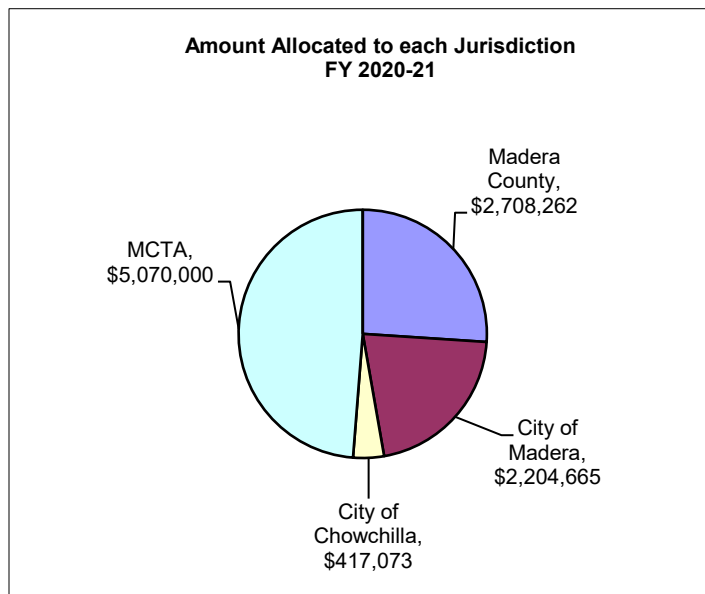


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2020-21 allocation.

# Madera County Transportation Authority

Measure T Annual Expenditure Plan  
Fiscal Year 2020-21



| <u>Commute Corridors/Farm to Market (Regional)</u>  |                                       |              |  | <u>Carryover</u> | <u>Excess</u> | <u>Allocation</u> | <u>Bond/Other</u> | <u>Available</u>   |
|---|---------------------------------------|--------------|--|------------------|---------------|-------------------|-------------------|--------------------|
| <b><u>Regional Streets and Highways Program</u></b> |                                       |              |  | \$4,889,369      | \$176,815     | \$2,704,000       | \$301,560         | <b>\$8,071,744</b> |
| Project   | Environmental<br>Studies &<br>Permits | Right of Way | Plans,<br>Specifications,<br>& Estimates | Construction     | Misc.         | Total             |                   |                    |
| SR 41 Passing Lanes                                 |                                       |              |  |                  |               | \$ 0              |                   |                    |
| SR 99 / Ave 12 Interchange                          |                                       |              |  |                  |               | \$ 0              |                   |                    |
| Oakhurst Mid-Town Connector                         |                                       |              |  | \$ 6,572,500     |               | \$ 6,572,500      |                   |                    |
| Bond Debt Service                                   |                                       |              |  |                  | \$ 1,499,244  | \$ 1,499,244      |                   |                    |
| Reserve for Next Fiscal Year                        |                                       |              |  |                  |               | \$ 0              |                   |                    |
|   |                                       |              |  | Total Projects   |               | \$ 8,071,744      |                   |                    |
|   |                                       |              |  | Balance          |               | \$ -              |                   |                    |

| <u>Administration/Planning Program</u> | <u>Carryover</u> | <u>Excess</u> | <u>Allocation</u> | <u>Other</u> | <u>Available</u> |
|--|------------------|---------------|-------------------|--------------|------------------|
| <b><u>MCTA</u></b>                     | \$0              | \$6,800       | \$104,000         | \$0          | \$110,800        |
| Project                                | Budget           |               |                   |              |                  |
| Salaries & Benefits                    | \$ 48,023        |               |                   |              |                  |
| Audits, Fin. Asst.                     | \$ 24,000        |               |                   |              |                  |
| MCTA Conf/Travel/Other                 | \$ 26,000        |               |                   |              |                  |
| General Proj Dev Costs                 | \$ 10,000        |               |                   |              |                  |
| Total Projects                         | \$ 108,023       |               |                   |              |                  |
| Balance                                | \$ 2,777         |               |                   |              |                  |

**Other Funds Allocated to MCTA**

| <u>Carryover</u> | <u>Excess</u> | <u>Allocation</u> | <u>Bond/Other</u> | <u>Available</u>   |
|------------------|---------------|-------------------|-------------------|--------------------|
| \$3,683,681      | \$147,912     | \$2,262,000       | \$0               | <b>\$6,093,593</b> |

**Other Funds (Flexible,  
Impact Fees, Local)**

| <u>Project</u>               | <u>Environmental<br/>Studies &amp;<br/>Permits</u> | <u>Right of Way</u> | <u>Plans,<br/>Specifications,<br/>&amp; Estimates</u> | <u>Construction</u> | <u>Misc.</u> | <u>Total</u>        |
|------------------------------|--|---------------------|---|---------------------|--------------|---------------------|
| SR 233 Interchange           | \$ 506,679   | \$ -                | \$ -  | \$ -                | \$ -         | \$ 506,679          |
| SR 41 Passing Lanes          | \$ -   | \$ -                | \$ -  | \$ -                | \$ -         | \$ -                |
| SR99 Widening – Ave 12 to 17 | \$ -   | \$ -                | \$ -  | \$ -                | \$ -         | \$ -                |
| Oakhurst Mid-Town Connector  | \$ -   | \$ -                | \$ -  | \$ 4,872,500        | \$ -         | \$ 4,872,500        |
| SR99 Widening – Ave 7 to 12  |  | \$ 5,000            |   |                     |              | \$ 5,000            |
| Bond Debt Service            |  |                     |   |                     | \$ 709,414   | \$ 709,414          |
| Reserve for Next Fiscal Year |  |                     |   |                     |              |                     |
| Total Projects               |  |                     |   |                     |              | <u>\$ 6,093,593</u> |
| Balance                      |  |                     |   |                     |              | <u>\$ -</u>         |

|                    | <u>Environmental<br/>Studies &amp;<br/>Permits</u> | <u>Right of Way</u> | <u>Plans,<br/>Specifications,<br/>&amp; Estimates</u> | <u>Construction</u> | <u>Misc.</u> | <u>Total</u> |
|--------------------|--|---------------------|---|---------------------|--------------|--------------|
| County of Madera   |  |                     |   |                     |              |              |
| Flexible Account   |  | \$ 5,000            |   | \$ 4,872,500        |              | \$ 4,877,500 |
| Impact Fees        |  |                     |   |                     |              | \$ -         |
| Local Funds        |  |                     |   |                     |              | \$ -         |
| City of Madera     |  |                     |   |                     |              |              |
| Flexible Account   |  |                     |   |                     |              | \$ -         |
| Impact Fees        |  |                     |   |                     |              | \$ -         |
| Local Funds        |  |                     |   |                     |              | \$ -         |
| City of Chowchilla |  |                     |   |                     |              |              |
| Flexible Account   | \$ 506,679   |                     |   |                     |              | \$ 506,679   |
| Impact Fees        |  |                     |   |                     |              | \$ -         |
| Local Funds        |  |                     |   |                     |              | \$ -         |

**\*Measure T Projects Programmed in STIP-Regional Program Phase I**

|  | <u>Prior</u>   | <u>2015-16</u> | <u>2016-17</u> | <u>2017-18</u> | <u>2018-19</u> | <u>2019-20</u> | <u>Total</u>          |
|--|----------------|----------------|----------------|----------------|----------------|----------------|-----------------------|
| <b>SR 99/Ave 12 Interchange</b>          |                |                |                |                |                |                |                       |
| Measure T Regional                       | \$ 7,657,000   |                |                |                |                |                | \$ 7,657,000          |
| Flexible Program                         | \$ 3,920,000   |                |                |                |                |                | \$ 3,920,000          |
| Route 99 Bond                            | \$ 50,402,000  |                | \$ 9,000,000   |                |                |                | \$ 59,402,000         |
| STIP                                     | \$ 22,823,000  |                |                | \$ 5,295,000   |                |                | \$ 28,118,000         |
|  |                |                |                |                |                |                | <b>\$ 99,097,000</b>  |
| <b>Ellis Ave. Overcrossing</b>           |                |                |                |                |                |                |                       |
| Measure T Regional                       | \$ 8,670,000   |                |                |                |                |                | \$ 8,670,000          |
| Flexible Program                         | \$ 1,800,000   |                |                |                |                |                | \$ 1,800,000          |
| Measure A/Local                          | \$ 5,930,000   |                |                |                |                |                | \$ 5,930,000          |
|  |                |                |                |                |                |                | <b>\$ 16,400,000</b>  |
| <b>4th Street Widening</b>               |                |                |                |                |                |                |                       |
| Measure T Regional                       | \$ 2,870,000   |                |                |                |                |                | \$ 2,870,000          |
| Flexible Program                         | \$ 3,358,000   |                |                |                |                |                | \$ 3,358,000          |
| STIP                                     | \$ 5,148,000   |                |                |                |                |                | \$ 5,148,000          |
|  |                |                |                |                |                |                | <b>\$ 11,376,000</b>  |
| <b>SR 41 Passing Lanes</b>               |                |                |                |                |                |                |                       |
| Measure T Regional                       | \$ 4,409,000   |                |                |                |                |                | \$ 4,409,000          |
| Flexible Program                         | \$ 4,374,000   |                |                |                |                |                | \$ 4,374,000          |
| STIP                                     | \$ 11,047,000  |                |                |                |                |                | \$ 11,047,000         |
|  |                |                |                |                |                |                | <b>\$ 19,830,000</b>  |
| <b>SR 99 Widening – Ave 12 to Ave 17</b> |                |                |                |                |                |                |                       |
| Flexible Program                         | \$ 2,250,000   |                | \$ 1,350,000   | \$ 1,250,000   |                |                | \$ 4,850,000          |
| SHOPP/ Route 99 Bond                     |                |                |                |                | \$ 79,754,900  |                | \$ 79,754,900         |
| STIP                                     |                |                | \$ 1,545,000   |                |                |                | \$ 1,545,000          |
|  |                |                |                |                |                |                | <b>\$ 86,149,900</b>  |
| Measure T Total                          | \$ 39,308,000  | \$ 0           | \$ 1,350,000   | \$ 1,250,000   | \$ 0           | \$ 0           | <b>\$ 41,908,000</b>  |
| Yearly Total                             | \$ 134,658,000 | \$ 0           | \$ 11,895,000  | \$ 6,545,000   | \$ 79,754,900  | \$ 0           | <b>\$ 232,852,900</b> |

Measure T 2020-21 Annual Work Program Amendment No.2

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**\*Measure T Projects Programmed in Regional Program Phase II**

|   | <u>2014-15</u> | <u>2015-16</u> | <u>2016-17</u> | <u>2017-18</u> | <u>2018-19</u> | <u>2019-20</u> | <u>Later</u>  | <u>Total</u>          |
|---|----------------|----------------|----------------|----------------|----------------|----------------|---------------|-----------------------|
| <b>Oakhurst Mid-Town Connector</b>            |                |                |                |                |                |                |               |                       |
| <i>Measure T Regional</i>                     |                |                | \$ 228,500     |                |                | \$ 651,500     | \$ 6,572,500  | \$ 7,452,500          |
| <i>Flexible Program</i>                       | \$ 300,000     | \$ 610,000     | \$ 228,500     |                |                | \$ 1,556,500   | \$ 4,872,500  | \$ 7,567,500          |
| Local Partnership Program-SB1                 |                |                |                |                |                |                | \$ 5,000,000  | \$ 5,000,000          |
|   |                |                |                |                |                |                |               | <b>\$ 20,020,000</b>  |
| <b>SR 233 Interchange Improvements</b>        |                |                |                |                |                |                |               |                       |
| <i>Measure T Regional</i>                     |                |                |                |                |                |                | \$ 7,600,000  | \$ 7,600,000          |
| <i>Flexible Program</i>                       | \$ 300,000     | \$ 900,000     |                |                | \$ 600,000     |                | \$ 3,100,000  | \$ 4,900,000          |
| <i>Other</i>                                  |                |                |                |                |                |                | \$ 3,600,000  | \$ 3,600,000          |
|   |                |                |                |                |                |                |               | <b>\$ 16,100,000</b>  |
| <b>SR 99 Widening – Ave 7 to 12</b>           |                |                |                |                |                |                |               |                       |
| <i>Measure T Flexible Program</i>             |                |                |                |                |                |                | \$ 841,000    | \$ 841,000            |
| <i>STIP (IIP)</i>                             |                |                |                |                |                |                | \$ 9,813,000  | \$ 9,813,000          |
| <i>SR 99 Bond</i>                             |                |                |                |                |                |                | \$ 3,060,000  | \$ 3,060,000          |
| <i>Trade Corridor Enhancement Program-SB1</i> |                |                |                |                |                |                | \$ 4,659,000  | \$ 4,659,000          |
| <i>Other</i>                                  |                |                |                |                |                |                | \$121,500,000 | \$ 121,500,000        |
|   |                |                |                |                |                |                |               | <b>\$ 139,873,000</b> |
| <b>Road 200 Phase III</b>                     |                |                |                |                |                |                |               |                       |
| <i>Measure T Regional</i>                     |                |                |                |                |                |                | \$ 2,700,000  | \$ 2,700,000          |
| <i>Flexible Program</i>                       |                |                |                |                |                |                | \$ 2,800,000  | \$ 2,800,000          |
| <i>Other</i>                                  |                |                |                |                |                |                | \$ 2,690,000  | \$ 2,690,000          |
|   |                |                |                |                |                |                |               | <b>\$ 8,190,000</b>   |
| <b>Cleveland Avenue Widening</b>              |                |                |                |                |                |                |               |                       |
| <i>Measure T Regional</i>                     |                |                |                |                |                |                | \$ 1,600,000  | \$ 1,600,000          |
| <i>Flexible Program</i>                       |                |                |                |                |                |                | \$ 1,800,000  | \$ 1,800,000          |
| <i>Other</i>                                  |                |                |                |                |                |                | \$ 350,000    | \$ 350,000            |
|   |                |                |                |                |                |                |               | <b>\$ 3,750,000</b>   |
| <b>Gateway Avenue Widening</b>                |                |                |                |                |                |                |               |                       |
| <i>Measure T Regional</i>                     |                |                |                |                |                |                | \$ 2,940,000  | \$ 2,940,000          |
| <i>Flexible Program</i>                       |                |                |                |                |                |                | \$ 3,160,000  | \$ 3,160,000          |
| <i>Other</i>                                  |                |                |                |                |                |                | \$ 2,500,000  | \$ 2,500,000          |
|   |                |                |                |                |                |                |               | <b>\$ 8,600,000</b>   |
| Measure T Total                               | \$ 600,000     | \$ 1,510,000   | \$ 457,000     | \$ 0           | \$ 0           | \$ 2,808,000   | \$ 37,986,000 | <b>\$ 43,361,000</b>  |
| Yearly Total                                  | \$ 600,000     | \$ 1,510,000   | \$ 457,000     | \$ 0           | \$ 0           | \$ 2,808,000   | \$191,158,000 | <b>\$ 196,533,000</b> |

Measure T 2020-21 Annual Work Program Amendment No.2

## County of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2020-21

| <b><i>Commute Corridors/Farm to Market (Regional)</i></b> | <u>Carryover</u> | <u>Excess</u> | <u>Allocation</u> | <u>Available</u>   |
|---|------------------|---------------|-------------------|--------------------|
| <b><u>Rehab, Reconstruct, Maintenance Program</u></b>     | \$7,993,230      | \$85,653      | \$1,321,101       | <b>\$9,399,984</b> |
| Project   | Budget           |               |                   |                    |
| <i>Ave 26 Rehab (FLAP match)</i>                          | \$ 3,093,883     |               |                   |                    |
| <i>Road 200 Phase 3 Bridge</i>                            | \$ 4,000,000     |               |                   |                    |
| <i>Road 23 Bridge (Match for HBP)</i>                     | \$ 350,000       |               |                   |                    |
| <i>Avenue 7 Rehab (Match SB-1 LPP)</i>                    | \$ 400,000       |               |                   |                    |
| <i>Road 30 N. of Ave 12 (Match for SB-1 LPP)</i>          | \$ 185,000       |               |                   |                    |
| <i>Pavement Management System</i>                         | \$ 50,000        |               |                   |                    |
| <i>Reserve for next fiscal year</i>                       | \$ 1,321,101     |               |                   |                    |
| Total Projects  | \$ 9,399,984     |               |                   |                    |
| Balance   | \$ -             |               |                   |                    |

| <b><i>Safe Routes to School &amp; Jobs (Local)</i></b> | <u>Carryover</u> | <u>Excess</u> | <u>Allocation</u> | <u>Available</u>   |
|--|------------------|---------------|-------------------|--------------------|
| <b><u>Street Maintenance Program</u></b>               | \$1,640,554      | \$44,540      | \$686,973         | <b>\$2,372,067</b> |
| Project  | Budget           |               |                   |                    |
| <i>Overlays</i>  | \$ 500,000       |               |                   |                    |
| <i>Chip Seal</i>                                       | \$ 500,000       |               |                   |                    |
| <i>Patching</i>  | \$ 250,000       |               |                   |                    |
| <i>Misc. Road Maintenance</i>                          | \$ 435,094       |               |                   |                    |
| <i>Reserve for Next Fiscal Year</i>                    | \$ 686,973       |               |                   |                    |
| Total Projects   | \$ 2,372,067     |               |                   |                    |
| Balance  | \$ -             |               |                   |                    |

|  |              |          |           |                    |
|--|--------------|----------|-----------|--------------------|
| <b><u>County Maintenance Districts</u></b> | \$1,441,300  | \$29,979 | \$462,685 | <b>\$1,933,664</b> |
| Project                                    | Budget       |          |           |                    |
| <i>Overlays/Chip Seals</i>                 | \$ 800,000   |          |           |                    |
| <i>Patching</i>                            | \$ 100,000   |          |           |                    |
| <i>Misc. Road Maintenance</i>              | \$ 571,279   |          |           |                    |
| <i>Reserve for Next Fiscal Year</i>        | \$ 462,385   |          |           |                    |
| Total Projects                             | \$ 1,933,664 |          |           |                    |
| Balance                                    | \$ -         |          |           |                    |

Measure T 2020-21 Annual Work Program Amendment No.2  
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**Flexible Program**

\$0

\$0

\$1,149,358

| Project                          | Budget              |
|----------------------------------|---------------------|
| <i>MCTA Impound for Matching</i> | \$ 1,139,358        |
| Total Projects                   | <u>\$ 1,139,358</u> |
| Balance                          | \$ -                |

**ADA Compliance**

\$228,885

\$1,713

\$26,422

**\$257,020**

| Project                             | Budget            |
|-------------------------------------|-------------------|
| <i>Reserve for Next Fiscal Year</i> | \$ 257,020        |
| Total Projects                      | <u>\$ 257,020</u> |
| Balance                             | \$ -              |

**Transit Enhancement Program (Public)**CarryoverExcessAllocationAvailable

\$658,389

\$6,270

\$96,710

**\$769,369**

| Project                                | Budget            |
|--|-------------------|
| <i>Transit Administration/Projects</i> | \$ 664,659        |
| <i>Reserve for Next Fiscal Year</i>    | \$ 96,710         |
| Total Projects                         | <u>\$ 769,369</u> |
| Balance                                | \$ -              |

**ADA / Seniors / Paratransit**

\$101,035

\$582

\$8,986

**\$110,601**

| Project                             | Budget            |
|-------------------------------------|-------------------|
| <i>Reserve for Next Fiscal Year</i> | \$ 110,601        |
| Total Projects                      | <u>\$ 110,601</u> |
| Balance                             | \$ -              |

**Environmental Enhancement Program**CarryoverExcessAllocationAvailable**Total for all Sub-programs**

\$893,120

\$6,852

\$105,688

**\$1,005,660**

| Project                             | Budget              |
|-------------------------------------|---------------------|
| <i>CMAQ Project Match</i>           | \$ 899,972          |
| <i>Reserve for Next Fiscal Year</i> | \$ 105,688          |
| Total Projects                      | <u>\$ 1,005,660</u> |
| Balance                             | \$ -                |

# City of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2020-21

## Commute Corridors/Farm to Market (Regional)

**Rehab, Reconstruct, Maintenance Program**      **Carryover**      **Excess**      **Allocation**      **Available**

| Project   | Budget              |
|---|---------------------|
| Olive Ave. Widening – Gateway to Knox, R-10     | \$ 5,385,788        |
| 2020-21 City Streets 3R & ADA Project, R-77     | \$ 355,000          |
| Almond Ave Extension – Pine to Stadium, R-82    | \$ 500,000          |
| Traffic Study – Almond/Pine/Stadium, R-87       | \$ 130,000          |
| Granada Drive/Howard Road Traffic Signal, TS-17 | \$ 223,257          |
| Howard Road/Westberry Traffic Signal, TS-19     | \$ 150,000          |
| Total Projects                                  | <u>\$ 6,744,045</u> |
| Balance   | <b>\$ 2,702,825</b> |

## Safe Routes to School & Jobs (Local)

**Street Maintenance Program**      **Carryover**      **Excess**      **Allocation**      **Available**

| Project                      | Budget            |
|------------------------------|-------------------|
| Overlays                     | \$ 175,000        |
| Chip Seal                    | \$ 600,000        |
| Other Seals                  | \$ -              |
| Patching/Street Maintenance  | \$ 100,000        |
| Reserve for Next Fiscal Year | \$ -              |
| Total Projects               | <u>\$ 875,000</u> |
| Balance                      | <b>\$ 888,229</b> |

**Supplemental Street Maintenance Program**      **Carryover**      **Excess**      **Allocation**      **Available**

| Project                           | Budget            |
|-----------------------------------|-------------------|
| Overlays                          | \$ -              |
| Surface Seal, General Maintenance | \$ -              |
| Other Seals                       | \$ -              |
| Patching/Street Maintenance       | \$ 400,000        |
| Reserve for Next Fiscal Year      | \$ -              |
| Total Projects                    | <u>\$ 400,000</u> |
| Balance                           | <b>\$ 594,587</b> |

**Flexible Program**

\$0

\$0

\$935,640

Item 9-9-B.

| Project                   | Budget     |
|---------------------------|------------|
| MCTA Impound for matching | \$ 935,640 |
| <hr/>                     |            |
| Total Projects            | \$ 935,640 |
| Balance                   | \$ -       |

**ADA, Seniors, Paratransit**

\$107,780

\$1,416

\$21,509

**\$130,705**

| Project                                 | Budget     |
|---|------------|
| ADA Walkability/Sidewalks Program, R-64 | \$ 20,000  |
| <hr/>                                   |            |
| Total Projects                          | \$ 20,000  |
| Balance                                 | \$ 110,705 |

**Transit Enhancement Program****Carryover****Excess****Allocation****Available**

\$333,067

\$5,181

\$78,718

**\$416,965**

| Project        | Budget     |
|----------------|------------|
|                | \$ -       |
| <hr/>          |            |
| Total Projects | \$ -       |
| Balance        | \$ 416,965 |

**ADA / Seniors / Paratransit**

\$80,212

\$481

\$7,313

**\$88,006**

| Project        | Budget    |
|----------------|-----------|
|                | \$ -      |
| <hr/>          |           |
| Total Projects | \$ -      |
| Balance        | \$ 88,006 |

**Environmental Enhancement Program****Carryover****Excess****Allocation****Available****Total for all Sub-programs**

\$314,308

\$5,662

\$86,036

**\$406,006**

| Project                                      | Budget     |
|--|------------|
| Alley Paving – Torres Way, ALY-01            | \$ 15,000  |
| 2021 CMAQ Alley Paving, ALY-03               | \$ 10,000  |
| Schnoor Ave Sidewalk – Sunset to River, R-58 | \$ 3,000   |
| ADA Walkability Sidewalks Program, R-64      | \$ 20,000  |
| Washington School Sidewalks, R-93            | \$ 5,000   |
| Bike Path – Tulare/Cleveland/Raymond, PK-48  | \$ 40,000  |
| <hr/>  |            |
| Total Projects                               | \$ 93,000  |
| Balance                                      | \$ 313,006 |

# City of Chowchilla

Measure T Annual Expenditure Plan  
Fiscal Year 2020-21

## Commute Corridors/Farm to Market (Regional)      Carryover      Excess      Allocation      Available

### Rehab, Reconstruct, Maintenance Program

\$0

\$13,584

\$203,450

**\$217,034**

| Project                      | Budget            |
|------------------------------|-------------------|
| SR99/233 Roundabouts         | \$ 96,534         |
| Humboldt Storm Drain Project | \$ 120,500        |
| Total Projects               | <u>\$ 217,034</u> |
| Balance                      | <u>\$ -</u>       |

## Safe Routes to School & Jobs (Local)      Carryover      Excess      Allocation      Available

### Street Maintenance Program

\$21,068

\$7,064

\$105,794

**\$133,926**

| Project                                | Budget            |
|--|-------------------|
| Overlays                               | \$ -              |
| Chip Seal                              | \$ -              |
| Other Seals                            | \$ -              |
| Patching/Street Maintenance/Operations | \$ 133,926        |
| Equipment                              | \$ -              |
| Reserve for Next Fiscal Year           | \$ -              |
| Total Projects                         | <u>\$ 133,926</u> |
| Balance                                | <u>\$ -</u>       |

### Supplemental Street Maintenance Program

\$14,181

\$4,754

\$71,207

**\$90,143**

| Project                                | Budget           |
|--|------------------|
| Overlays                               | \$ 80,143        |
| Chip Seal                              | \$ -             |
| Other Seals                            | \$ -             |
| Patching/Street Maintenance/Operations | \$ 10,000        |
| Reserve for Next Fiscal Year           | \$ -             |
| Total Projects                         | <u>\$ 90,143</u> |
| Balance                                | <u>\$ -</u>      |

**Flexible Program**

\$57,266

\$11,818

\$177,001

Item 9-9-B.

| Project                                   | Budget     |
|---|------------|
| <i>Impound for MCTA Matching Projects</i> | \$ 188,820 |
| <i>Maintenance/Operations</i>             | \$ 57,266  |
| Total Projects                            | \$ 246,086 |
| Balance                                   | \$ -       |

**ADA Compliance**

\$4,698

\$272

\$4,069

**\$9,039**

| Project              | Budget   |
|----------------------|----------|
| ADA Assessment Study | \$ 9,039 |
| Total Projects       | \$ 9,039 |
| Balance              | \$ -     |

**Transit Enhancement Program (Public)**CarryoverExcessAllocationAvailable

\$1,595

\$949

\$14,893

**\$17,437**

| Project        | Budget    |
|----------------|-----------|
|                |           |
| Total Projects | \$ -      |
| Balance        | \$ 17,437 |

**ADA / Seniors / Paratransit**

\$0

\$92

\$1,383

**\$1,476**

| Project                             | Budget   |
|-------------------------------------|----------|
| <i>Reserve for Next Fiscal Year</i> | \$ 1,476 |
| Total Projects                      | \$ 1,476 |
| Balance                             | \$ -     |

**Environmental Enhancement Program**CarryoverExcessAllocationAvailable**Total for all Sub-programs**

\$0

\$1,087

\$16,276

**\$17,363**

| Project                            | Budget    |
|------------------------------------|-----------|
| <i>Reserve for future projects</i> | \$ 17,363 |
| Total Projects                     | \$ 17,363 |
| Balance                            | \$ -      |

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# Reports

## End of Year Reports

Madera County Transportation Authority



# End of Year Reports

County of Madera



## End of Year Reports

City of Madera



# End of Year Reports

City of Chowchilla



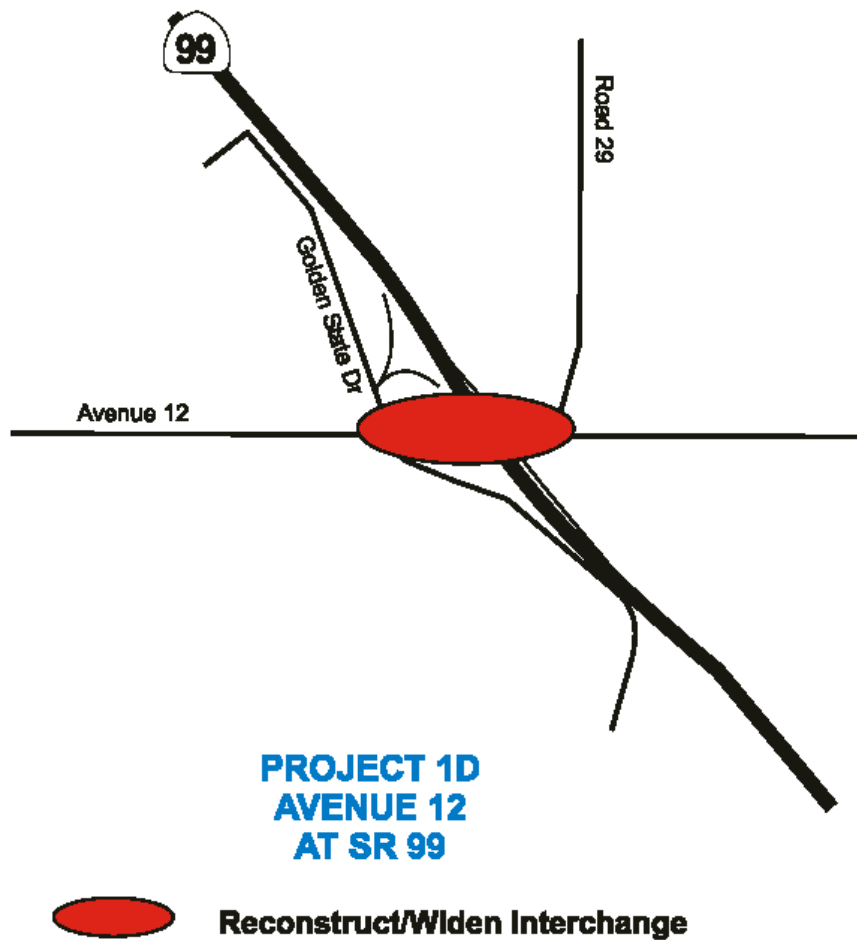
## Other Reports

## Measure T Fiscal Year Receipts from BOE

| Year | Month | Monthly Advance | Adjust to Actual | Quarterly Interest | Monthly Totals | Misc Revenues | Annual Proceeds | Misc Expenditures | Net Proceeds  | BOE Admin Fee |
|------|-------|-----------------|------------------|--------------------|----------------|---------------|-----------------|-------------------|---------------|---------------|
| 2019 | Jul   | 739,200         | 239,601.20       |                    | 978,801.20     |               |                 |                   |               |               |
|      | Aug   | -               | 918,842.07       |                    | 918,842.07     |               |                 |                   |               |               |
|      | Sep   | 709,800         | 175,195.33       | 12,797.24          | 897,792.57     |               |                 |                   |               | 29,140        |
|      | Oct   | 709,800         | 335,103.74       |                    | 1,044,903.74   |               |                 |                   |               |               |
|      | Nov   | -               | 967,098.13       |                    | 967,098.13     |               |                 |                   |               |               |
| 2020 | Dec   | 649,700         | 112,002.78       | 11,411.86          | 773,114.64     |               |                 |                   |               | 29,140        |
|      | Jan   | 649,700         | 168,959.92       |                    | 818,659.92     |               |                 |                   |               |               |
|      | Feb   | -               | 1,174,683.01     |                    | 1,174,683.01   |               |                 |                   |               |               |
|      | Mar   | 623,500         | 147,535.48       | 13,515.57          | 784,551.05     |               |                 |                   |               | 29,140        |
|      | Apr   | 498,800         | 181,165.52       |                    | 679,965.52     |               |                 |                   |               |               |
|      | May   | -               | 780,243.94       |                    | 780,243.94     |               |                 |                   |               |               |
|      | Jun   | 495,900         | 257,929.89       | 7,570.53           | 761,400.42     |               |                 |                   |               | 22,830        |
|      |       | 5,076,400.00    | 5,458,361.01     | 45,295.20          | 10,580,056.21  | -             | 10,580,056.21   | -                 | 10,580,056.21 | 110,250       |

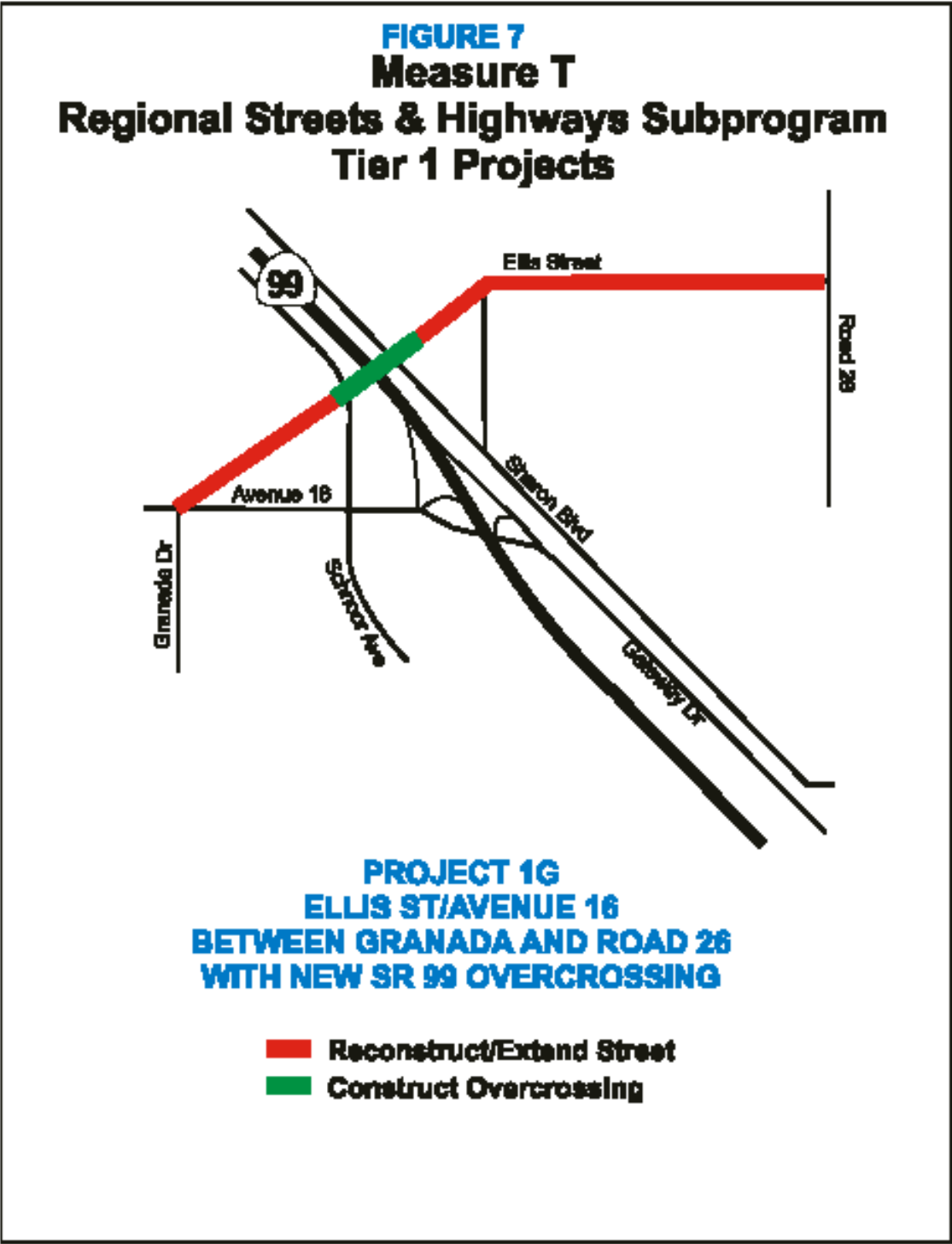
# Appendix

**FIGURE 4**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



VRPA Technologies, Inc.

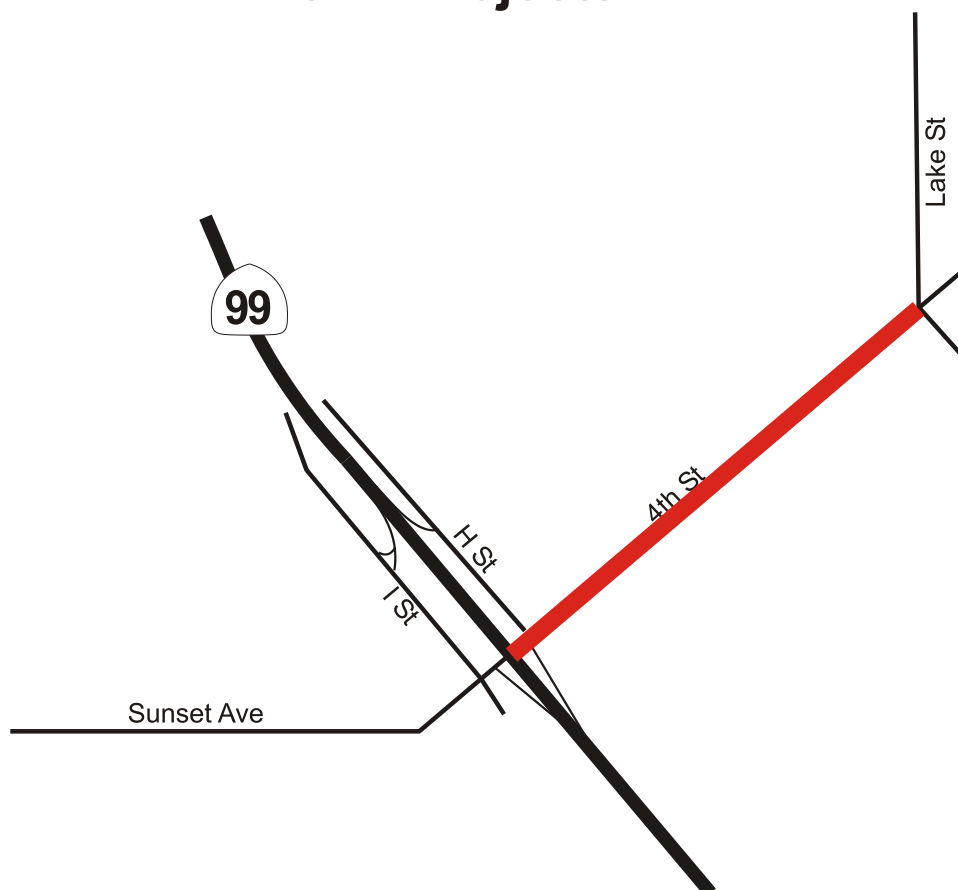
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

**FIGURE 14**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**

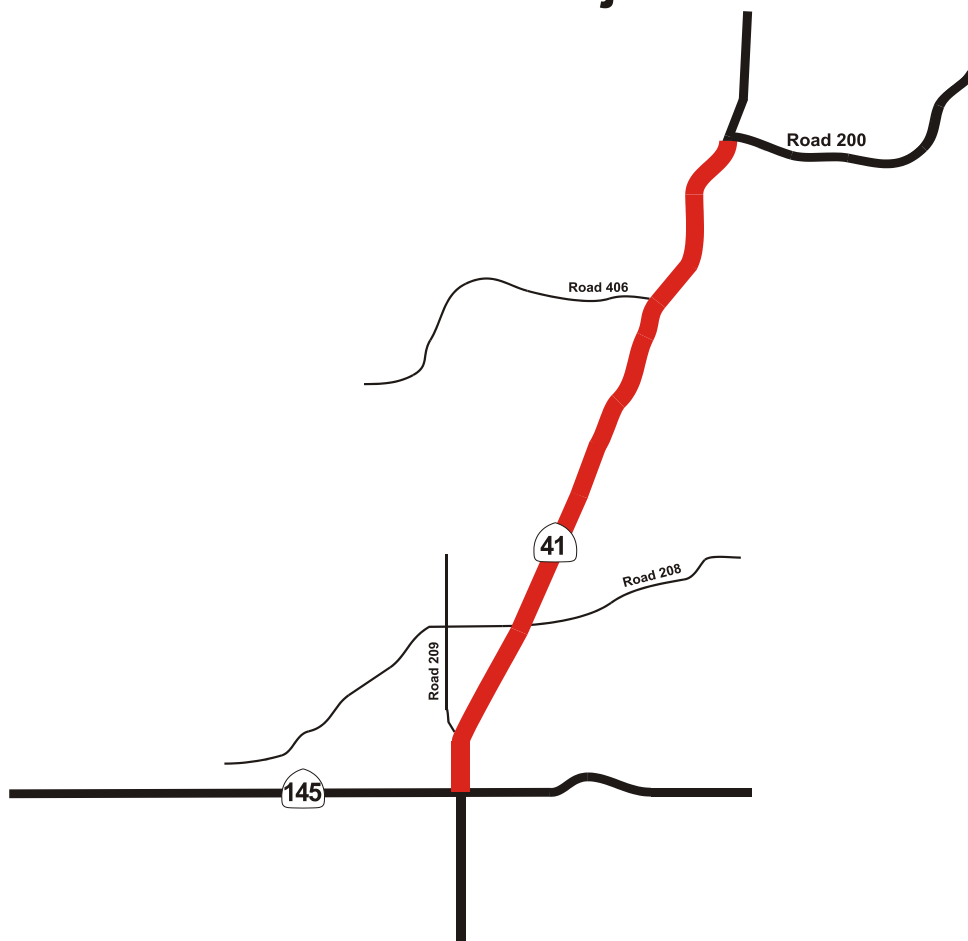


**PROJECT 1N**  
**4TH AVENUE**  
**BETWEEN SR 99 AND LAKE ST**

■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

Map of 4<sup>th</sup> Street Widening

**FIGURE 1**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**

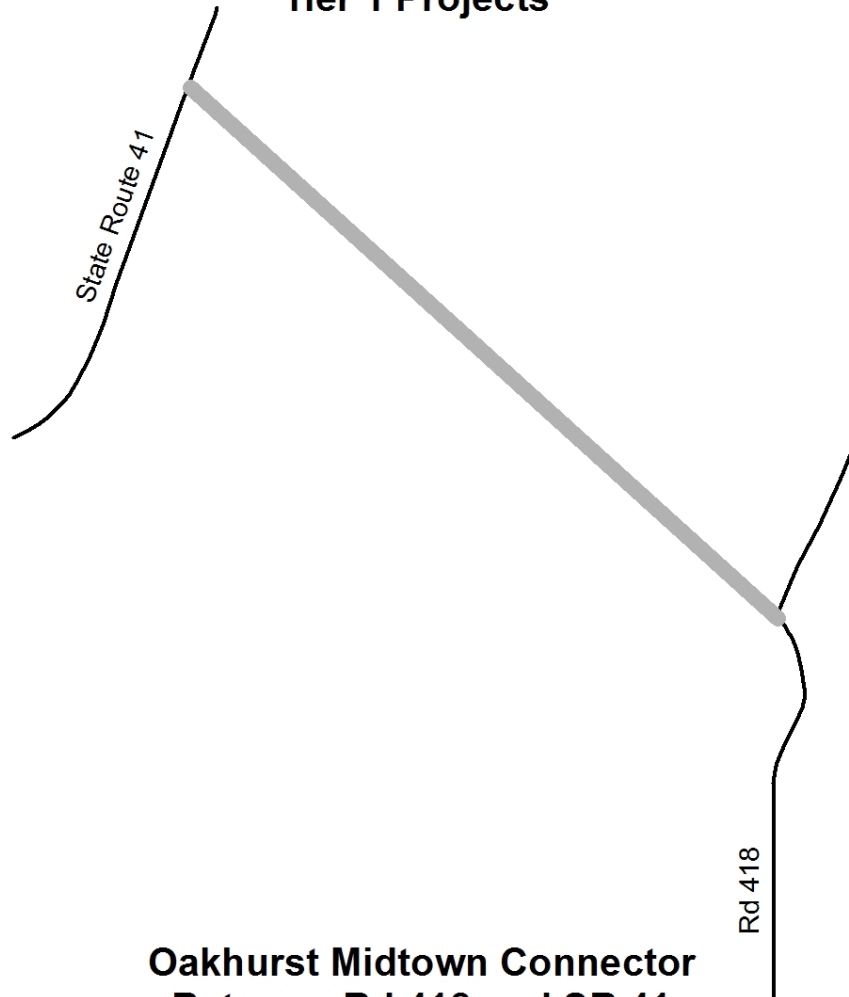


**PROJECT 1A**  
**SR 41**  
**BETWEEN SR 145 AND ROAD 200**

■ Construct Passing Lanes

Map of SR 41 Passing Lanes

**Measure T  
Regional Streets & Highways Subprogram  
Tier 1 Projects**

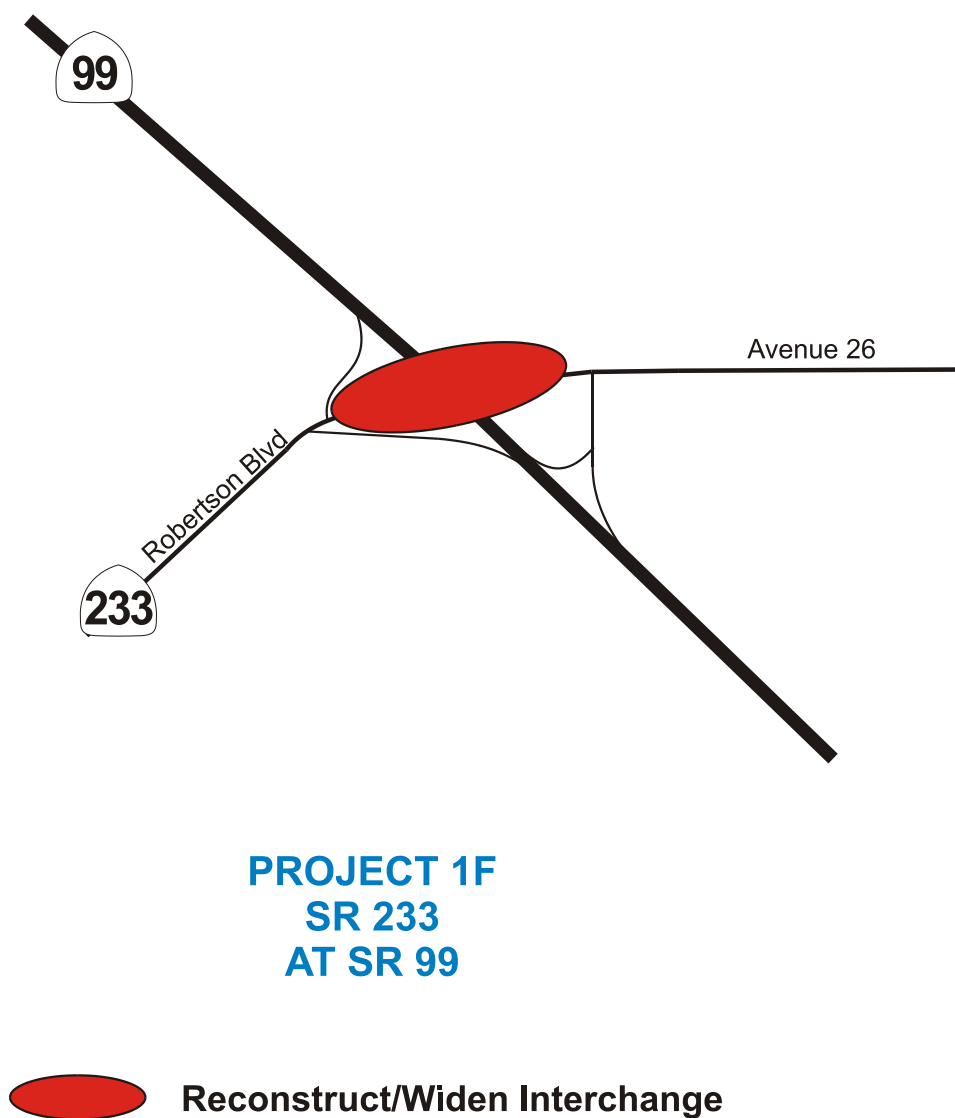


**Oakhurst Midtown Connector  
Between Rd 418 and SR 41**

**New two-lane road and bridge crossing the Fresno  
river, traffic signals at intersections of SR 41 and  
at Rd 427 and Rd 218**

Map of Oakhurst Mid-Town Connector

**FIGURE 6**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



Map of SR 233 Interchange

## Madera 2020 STIP Program

## Madera

| Agency  | Rte | PPNO | Project  | Ext | Del. | Voted  | Total   | Prior | Project Totals by Fiscal Year |       |       |       |       | R/W | Project Totals by Component |       |      |         |         |
|---|-----|------|--|-----|------|--------|---------|-------|-------------------------------|-------|-------|-------|-------|-----|-----------------------------|-------|------|---------|---------|
|   |     |      |  |     |      |        |         |       | 20-21                         | 21-22 | 22-23 | 23-24 | 24-25 |     | Const                       | E & P | PS&E | R/W Sup | Con Sup |
| <b>Highway Projects:</b>                            |     |      |  |     |      |        |         |       |                               |       |       |       |       |     |                             |       |      |         |         |
| Caltrans  | 99  | 5335 | Madera, Ave 12-Ave 17, widen to 6 lanes (Rt99) (incr 10-18 vote) |     |      | close  | 1,858   | 1,858 | 0                             | 0     | 0     | 0     | 0     | 0   | 0                           | 1,858 | 0    | 0       |         |
| Madera CTC  |     | 6L05 | Planning, programming, and monitoring                            |     |      | May-19 | 120     | 120   | 0                             | 0     | 0     | 0     | 0     | 0   | 120                         | 0     | 0    | 0       |         |
| Madera CTC  |     | 6L05 | Planning, programming, and monitoring                            |     |      |        | 276     | 0     | 93                            | 92    | 91    | 0     | 0     | 0   | 276                         | 0     | 0    | 0       |         |
| <b>Total Programmed or Voted since July 1, 2018</b> |     |      |  |     |      |        | 2,254   |       |                               |       |       |       |       |     |                             |       |      |         |         |
| <b>PROPOSED 2020 PROGRAMMING</b>                    |     |      |  |     |      |        |         |       |                               |       |       |       |       |     |                             |       |      |         |         |
| <b>Highway Project Proposals:</b>                   |     |      |  |     |      |        |         |       |                               |       |       |       |       |     |                             |       |      |         |         |
| Madera CTC  |     | 6L05 | Planning, programming, and monitoring                            |     |      |        | -276    | 0     | -93                           | -92   | -91   | 0     | 0     | 0   | -276                        | 0     | 0    | 0       |         |
| Madera CTC  |     | 6L05 | Planning, programming, and monitoring                            |     |      |        | 392     | 0     | 79                            | 78    | 78    | 78    | 79    | 0   | 392                         | 0     | 0    | 0       |         |
| <b>Subtotal, Highway Proposals</b>                  |     |      |  |     |      |        | 116     | 0     | -14                           | -14   | -13   | 78    | 79    | 0   | 116                         | 0     | 0    | 0       |         |
| <b>Total Proposed 2020 STIP Programming</b>         |     |      |  |     |      |        | 116     |       |                               |       |       |       |       |     |                             |       |      |         |         |
|   |     |      |  |     |      |        |         |       |                               |       |       |       |       |     |                             |       |      |         |         |
|   |     |      |  |     |      |        |         |       |                               |       |       |       |       |     |                             |       |      |         |         |
| <b>Balance of STIP County Share, Madera</b>         |     |      |  |     |      |        |         |       |                               |       |       |       |       |     |                             |       |      |         |         |
| Total County Share, June 30, 2019                   |     |      |  |     |      |        | (6,476) |       |                               |       |       |       |       |     |                             |       |      |         |         |
| Total Now Programmed or Voted Since July 1, 2018    |     |      |  |     |      |        | 2,254   |       |                               |       |       |       |       |     |                             |       |      |         |         |
| Unprogrammed Share Balance                          |     |      |  |     |      |        | 0       |       |                               |       |       |       |       |     |                             |       |      |         |         |
| Share Balance Advanced or Overdrawn                 |     |      |  |     |      |        | 8,730   |       |                               |       |       |       |       |     |                             |       |      |         |         |
| Proposed New Programming                            |     |      |  |     |      |        | 116     |       |                               |       |       |       |       |     |                             |       |      |         |         |
|   |     |      |  |     |      |        |         |       |                               |       |       |       |       |     |                             |       |      |         |         |



2001 Howard Road, Suite 201 Madera, CA 93637



**STAFF REPORT**  
Board Meeting of April 21, 2021

**AGENDA ITEM:** 10-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Award Contract – Measure T Renewal Implementation Plan

**Enclosure:** No

**Action:** Authorize staff to negotiate a contract with TBWBH to provide services for the Measure T Renewal Implementation Plan

**SUMMARY:**

At its January 20, 2021 meeting, the Board approved the release of a Request for Proposals to retain a consultant to provide services for the Measure T Renewal Implementation Plan. Staff received three proposals, scored the proposals according to the established criteria, and the results of the scoring are:

1. TBWBH Props and Measures – 92/100 [Proposal of \$256,125 (includes polling)]
2. VRPA Technologies – 90/100 [Proposal of \$299,420 (plus polling, facilitator)]
3. Telegraph – 68.67/100 [Proposal of \$151,325 (plus polling)]

After conducting the RFP process and scoring and evaluating the submitted proposals, MCTC staff recommends retaining the firm of TBWBH Props and Measures to provide services for the Measure T Renewal Implementation Plan. Upon approval from the Board, staff will negotiate a final scope and contract to conduct these services. The term of the contract will be from May 1, 2021 until December 31, 2022.

**FISCAL IMPACT:**

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