

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, June 21, 2017

Time: 3:01 p.m.

Place: MCTC Board Chambers

Members Present: Chairman - Andrew Medellin – Mayor, City of Madera
William Oliver – Councilmember, City of Madera
Tom Wheeler - Supervisor, Madera County
Max Rodriguez - Supervisor, Madera County
Alt. Robert Poythress – Supervisor, Madera County

Members Absent: Vice Chairman -Brett Frazier - Supervisor, Madera County
Waseem Ahmed – Councilmember, City of Chowchilla

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Gail Miller, Caltrans Dist. 06 Planning Director

MCTC Staff Present: Patricia Taylor, Executive Director
Troy McNeil, Fiscal Supervisor
Dylan Stone, Regional Planning Supervisor
Jeff Findley, Senior Regional Planner
Amelia Davies, Regional Planner
Sandy Ebersole, Grants Analyst
Sheila Kingsley, Office Asst.

MCTC sitting as the Transportation Policy Committee

I. PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT

None.

III. TRANSPORTATION CONSENT ITEMS

A. 2017-18 Unmet Transit Needs – Final Report

On May 17, 2017, the MCTC Policy Board approved the Unmet Transit Needs 2017/18 staff report and SSTAC recommendation by Resolution 17-03.

The Final 2017/18 Unmet Needs Report will be published to the MCTC website at www.maderactc.org.

Responses to all comments were mailed out to those who participated during the Unmet Transit Needs process. The MCTC staff is currently working on the Final Report preparation and distribution of the response letters.

Action: Information and Discussion.

B. Caltrans Request for Potential State Highway Operation and Protection Program (SHOPP) Projects

Caltrans requested assistance in soliciting a list of State Highway Operation and Protection Program (SHOPP) eligible projects from the local agencies in Madera County that could be completed in the next ten years. By “SHOPP eligible” Caltrans means projects on the state highway system that would not result in increasing capacity (i.e. widening).

Caltrans is currently in the process of developing a comprehensive list of projects for their 10 year SHOPP program, which now has been enhanced by the addition of SB 1 funding. The SHOPP program is a competitive process and local matching funds helps with scoring or ranking a project higher. Some of the features that Caltrans is looking to include and partner with local agencies include: rehabilitation, operational improvements, auxiliary lanes, roundabouts, signals, sidewalks, bike lanes, and transit turn outs. Local partnering on projects is a key component to maximizing investments and providing a more cost-effective way to expand mode choice and reduce transportation related emissions.

With the implementation of the new Caltrans State Highway System Management Plan (SHSMP) <http://www.dot.ca.gov/assetmgmt/documents/SHSMP.pdf>, they are now allowed to take a more comprehensive approach to corridor needs. The previous asset-based funding approach to developing a list of projects for the SHOPP has been replaced by a performance based approach that provides greater local flexibility to achieve multiple objectives with a single project.

Action: Information and Discussion.

C. Caltrans Director, May 24, 2017, Letter to U.S. Representative Jim Costa Regarding SR 99

Caltrans Director Malcolm Dougherty submitted a letter to U.S. Representative Jim Costa in response to his recent letter regarding congestion issues on SR 99 through Madera County. Caltrans is exploring options to alleviate the congestion and safety issues along SR 99 in Madera County.

Action: Information and Discussion. Direction may be Provided.

D. SB 1 Implementation: Active Transportation Program

The Active Transportation Program (ATP) funds projects that increase biking and walking trips and increase safety for active transportation users. The program is jointly implemented by Caltrans and the California Transportation Commission (CTC). All ATP funds are distributed competitively, with 50 percent channeled through a statewide competitive program, 10 percent through small urban and rural regions with populations of 200,000 or less, and the final 40 percent being distributed through metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000, such as the SACOG six-county region. The ATP remains heavily oversubscribed: in Cycle 3 (2016), more than \$800 million in project applications were left unfunded at the state level and \$40 million at the regional level.

SB 1, the Road Repair and Accountability Act of 2017, will provide \$100 million annually to the ATP starting in state fiscal year 2017/2018. The CTC adopted an accelerated implementation schedule at their May 17th meeting to accommodate this unexpected supplemental funding. The accelerated schedule includes a proposed implementation strategy of using SB 1 funds to advance projects funded through the Cycle 3 ATP competition, and to fund Cycle 3 projects that were high-scoring but ultimately not selected for funding awards.

The attached Draft Statewide ATP Augmentation Guidelines will provide more clarity on the requirements for advancing and funding new Regional ATP projects with SB 1 funds.

Action: Information and Discussion.

E. Request to acknowledge clerical error in Resolution Number 17-02

On May 17, 2017 the Madera County Transportation Commission held a Public Hearing to consider and/or adopt the Public Modernization, Improvement, and Service Enhancement Account 2008/09 and 2009/10 Project Allocation Requests Listing. The Allocation Request was adopted and assigned the Resolution number of 17-02.

Staff realized on May 18, 2017 an error in the allocation amount to the County of Madera. Staff contacted Commissioner Medellin regarding the error. The Board is requested to acknowledge the error noting the corrected allocation amount.

Error: Allocation for County of Madera project “Madera County Park and Ride Lots \$33,543
Correction: Allocation for County of Madera project “Madera County Park and Ride Lots \$17,181

Action: Acknowledge the clerical error in Resolution 17-02.

F. *Low Carbon Transit Operations Program (LCTOP) Authorized Agent and Certifications and Assurances – Resolution 17-07*

The Authorized Agent identifies the staff authorized to sign on behalf of MCTC. The Certifications and Assurances is a self-certification stating MCTC will meet all requirements of the LCTOP guidelines, including reporting. The forms must be approved by Board resolution.

Action: Approve LCTOP Authorized Agent and Certification and Assurances – Resolution 17-07

G. *San Joaquin Valley I-5/99 Goods Movement Corridor Study Final Report*

Building upon previous goods movement planning efforts, the eight San Joaquin Valley Regional Planning Agencies undertook a study for Interstate 5 and State Route 99, major freight movement corridors identified as part of the United States Department of Transportation (USDOT) National Primary Freight Network and vital to Valley’s economy.

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics is the prime consultant engaged on this study.

A major emphasis for this study was the identification of Regional Freight Clusters. The report identified 17 clusters responsible for generating significant percentages of truck traffic within the valley and to and from other regions. These clusters contain some combination of intermodal. Facilities, distribution centers, and/or large manufacturing firms. GPS data was used to identifying travel patterns originating or terminating at these clusters.

The cluster located in Madera County includes three agricultural-related businesses, four manufacturers, two major wholesale/retailers, and a distribution center. It is accessible via SR 145 and SR 99.

The Study was broken down into a series of tasks. The Study presents Tasks 1, 2, 3, 4, and 7. Tasks 5 and 6 dealt with coordination and meetings related to the other Study tasks. The presented tasks entail the following:

- **Establish the need for streamlining goods movement. Task 1** evaluated existing conditions along the corridor, including with respect to traffic conditions; goods movement patterns; safety and collision profiles; and multimodal facilities. It also discussed current trend and implications for the future of goods movement along the corridor. In particular, this task identified the seventeen primary freight clusters within the Valley, and used GPS data to analyze the trips generated by them.
- **Name specific “pain points” and priorities for mitigation. Task 2** identified specific concerns affecting goods movement along the corridor. Within each county along the corridor, the report identifies major traffic generators, congested segments, and critical safety segments. In addition, the report discusses truck service facilities that play a critical role in goods movement infrastructure, including weigh stations, parking facilities, and liquid natural gas (LNG) fueling stations.
- **Identify mitigating projects and programs. Task 3** named specific projects and programs with the potential to mitigate certain of the concerns identified in Task 2. Crucially, the report distinguishes between projects, which target specific pieces of roadway, and programs, which aim to implement policies and technologies directly affecting the entire corridor.
- **Evaluate the feasibility of implementing projects and programs. Task 4** evaluates the strategies identified in Task 3 with respect to several metrics, including implementation time, cost, and benefit gained in order to provide an overall perspective on their feasibility and advisability in the context of budgetary constraints and designated funding sources.
- **Analyze potential for technical demonstration of specified technology. Task 7** analyzes a specific Pilot Project Demonstration as established by a Demonstration Working Group established in January 2016. The

specified task is a demonstration of Truck Platooning, also known as a “connected truck.” This analysis describes the economic, environmental, and operational benefits of this technology, as well as the challenges that may arise in implementing it.

The Study details its findings and recommendations related to the following subjects:

- **Shovel-ready projects.** This report identifies projects and programs in a large variety of areas that may be eligible for various funding sources, including those that are ready construction within 0-5 years.
- **Connector projects.** Decreased congestion, increased corridor capacity, and greater safety may be obtained through a series of I-5 / SR-91 connector enhancement projects identified by this report. Before moving forward with any of these projects, further study will be required, including: (1) full traffic analysis that takes into account all potential traffic shift; (2) analysis of future demand and associated benefits; and (3) a review of connectivity and access enhancements in line with regional land use and development plans. This report recommends proceeding with further analysis of corridor-to-corridor connectors.
- **ITS - Technological improvements.** Potential technology benefits identified in this report, including ramp metering at specific locations, truck parking information systems, and truck platooning all have the potential to improve efficiency, safety, and reliability within the corridor. Their unique technological focus makes them candidates for funding sources unavailable for other types of projects, as well as strong candidates for private investment.
- **Operational improvements.** Operational demonstration projects were considered but deemed not feasible within the timeframe and/or budget of the study. These demonstrations include: real-time truck parking applications, truck tolling on I-5, and eliminating the lower speed limit for heavy-duty trucks on I-5.
- **Truck platooning demonstration.** This report recommends a demonstration of truck platooning in the corridor, as studied during Task 7. (Truck platooning consists of a series of trucks following each other on the road, with automatic acceleration and braking controlled by vehicle-to vehicle communication, but manual steering.) The technology provides significant fuel economy, safety, and environmental improvements, with a reduction in road congestion. Of note, the California Air Resources Board has announced a Grant Solicitation for On-Road Advanced Technology Demonstration Projects. Up to \$17 million is available for an advanced technology freight demonstration, for which this project appears to be a strong candidate.

A complete copy of the Study can be downloaded via the following web link: <http://www.maderactc.org/?p=4362>

Action: Approve San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study Final Report.

H. Senate Bill 1 Planning Grants Workshops Announcement

The Department of Transportation (Caltrans) Division of Transportation Planning is on a fast track to develop a grant guide and launch the new Senate Bill 1, The Road Repair & Accountability Act of 2017, planning grant funds:

- **Transportation Planning Grants (\$25 million annually)** provide grants to encourage local and regional planning that further state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the California Transportation Commission.
- **Climate Change Adaptation Planning Grants (\$20 million over three years)** provide grants to local and regional agencies for climate change adaptation planning.

Caltrans will be hosting two workshops to gather public and stakeholder input that will inform the draft grant guide development. Each of these grant programs will be discussed at the workshops (details below). In addition to public and stakeholder input, Caltrans is partnering with other State Agencies to ensure that the State’s priorities are addressed in these important transportation planning programs. It is envisioned that these planning grants will provide much needed funding to support regional sustainable communities strategies and ultimately achieve the State’s greenhouse gas reductions targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

Workshop Dates and Locations
<p><u>Southern California</u> Monday, June 26 11:00 am -12:00 pm Union Station Conference Room 1 Gateway Plaza, 3rd Floor Los Angeles, CA 90012</p>
<p><u>Sacramento*</u> Tuesday, June 27 11:00 am -12:00 pm Caltrans Basement Board Room 1120 N Street Sacramento, CA 95814</p> <p>* Webcast live for participants whom are unable to attend in person at: http://ctmedia.dot.ca.gov/webcast/live/live_event.asp?stream=calsta</p>

Action: Information and Discussion.

Alt. Commissioner Poythress pulled Item B from the Transportation Consent Calendar for discussion.

Transportation Consent Calendar Action: Upon motion by Commissioner Poythress, seconded by Commissioner Oliver to approve the Transportation Consent Calendar (Items A-H) excluding Item B. A vote was called and the motion carried.

Item III. B. was brought back to the board for approval. Upon motion by Commissioner Poythress, seconded by Commissioner Wheeler to approve Item B of the Transportation Consent Calendar. A vote was called and the motion carried.

IV. TRANSPORTATION ACTION/DISCUSSION ITEM

A. Public Hearing: 2017 Federal Transportation Improvement Program – Resolution 2016-12 Amendment No. 5

NOTICE OF PUBLIC HEARING ON THE DRAFT AMENDMENT #5 TO THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on June 21, 2017, at 3:00 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #5 to the 2017 Federal Transportation Improvement Program. The purpose of the hearing is to receive public comments.

- The 2017 FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years that are eligible to proceed without a conformity determination.
- The Draft Amendment #5 to the 2017 FTIP is a Type 3 amendment that contains project phases and/or projects that have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects are exempt, no further conformity determination is required.

A concurrent 7-day public review and comment period will commence on June 7, 2017 and conclude June 14, 2017 at 3:00 p.m. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at www.maderactc.org.

Public comments were welcomed at the hearing, or submitted in writing by 3:00 p.m. on June 14, 2017 to Jeff Findley at the address below.

This public notice of public involvement activities and time established for public review and comments on the FTIP development process will satisfy the FTA's Program of Projects requirements.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission at a regularly scheduled meeting to be held on June 21, 2017. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Jeff Findley, Senior Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721
jeff@maderactc.org

Chairman Medellin opened the floor for comments at 3:20 p.m.

Hearing no public comment, Chairman Medellin closed the floor at 3:21 p.m.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Wheeler to approve the Madera County 2017 FTIP Resolution 16-12 Amendment No. 5. A vote was called and the motion carried.

B. *Addendum Environmental Impact Report – Amendment No. 1 and 2014 Madera County Regional Transportation/Sustainable Communities Strategy*

The Madera County Transportation Commission (MCTC) has prepared an Amendment to the previously adopted 2014 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The Amended RTP/SCS is accompanied by an Addendum to the previously certified Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). More specifically, the amended RTP/SCS utilizes the same project list and Federal air quality conformity findings as documented in the 2016 Federal Transportation Improvement Program and Corresponding Conformity Analysis, and does not propose any changes in the RTP/SCS land use scenarios. The only change to the RTP/SCS is to confirm that, based on updated modeling and calibration efforts undertaken in consultation with the California Air Resources Board (CARB), the RTP/SCS will achieve the Greenhouse Gas reduction targets set by CARB under Senate Bill 375. The Addendum prepared for this Amendment confirms that no impacts beyond those already analyzed and disclosed in the EIR will result and, in fact, potential impacts related to Greenhouse Gases will be less than those identified in the prior EIR.

MCTC held a public hearing on the SCS/RTP Amendment on April 19, 2017 at 3:00pm at the MCTC office building at 2001 Howard Road, Madera, CA 93637.

The purpose of the public hearing was to receive public comments on the Amended 2014 RTP/SCS, which is a long-term coordinated transportation/land use strategy to meet Madera County transportation needs out to the year 2040 and the accompanying EIR Addendum.

A 55-day public review and comment period for the Amended 2014 RTP/SCS took place between March 17, 2017 and May 16, 2017. The Amendment documents are available for review at the MCTC office building at 2001 Howard Road, Madera, CA 93637 and on the MCTC RTP/SCS webpage at www.maderactc.org/rtpscs/. Public comments were open until 5:00 pm on May 16, 2017.

Comments received during the public review period have been attached along with MCTC response.

Links to download the draft documents can be found at on the MCTC website: <http://www.maderactc.org/rtpscs/>

After considering comments received, the EIR Addendum will be considered for adoption, and the RTP/SCS documents will be considered for approval by the MCTC Policy Board at the regularly scheduled meeting to be held on June 21, 2017. The documents will then be submitted to state and federal agencies for approval.

A representative from the Leadership Counsel for Justice and Accountability expressed interest in their group working on future plans with the Commission.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Wheeler to adopt Addendum to Environmental Impact Report and Approve Amendment Number 1 to the 2014 Madera County Regional Transportation/Sustainable Communities Strategy. A vote was called and the motion carried.

C. *SR99/Avenue 12 Interchange – Project Update*

The SR99/Avenue 12 Interchange Project is nearing its closeout. The California Transportation Commission (CTC) requires that one year following Construction Contract Acceptance (CCA), the final construction project records must be finalized. MCTC staff and Caltrans District 6 staff met and discussed the project cost over-runs. MCTC staff and District 6 staff agreed that the remaining amount of \$3.5 million of the total \$15-16 million will be reduced from future shares of the Regional STIP. The CTC Book Item is pending. In addition, MCTC staff does show cost savings in construction and once the project has been closed out, those savings will be recognized and added back to Measure T (approximately \$600,000).

Background: This project is to reconstruct the interchange at SR99 and Avenue 12 in Madera. MCTC is partners with Caltrans on this project in Madera County. The project is mainly funded by Prop 1B SR99 Bond funds as well as Local Measure T and Regional STIP. MCTC staff was informed in 2015 that there are significant right-of-way cost over-runs related to this project. This was the second time MCTC staff was approached with cost over-runs on this project (cost over-runs occurred in 2012). The current contribution breakout on this project is as follows:

- Madera RIP Shares: \$22,823,000
- Local Madera Measure T: \$11,577,000
- Prop 1B SR99 Corridor Bond: \$48,400,000

Subsequent to the MCTC Policy Board meeting on October 21, 2015, staff met with Caltrans District 6 staff to discuss the \$15 million right-of-way project cost over-runs and options related to funding the cost over-runs. Following the staff meeting with District 6, MCTC staff became aware of an opportunity to present our case before the California Transportation Commission's public hearing on the 2016 Draft Interregional Transportation Improvement Program in Los Angeles on November 4, 2015.

According to the Prop 1B SR99 Corridor Baseline Agreement, any cost over-runs should be handled with IIP and/or RIP funds. Therefore, Mayor Poythress and MCTC Executive Director, Patricia Taylor appeared before the CTC on November 4, 2015 requesting that the CTC program IIP funds for the current \$15 million in right-of-way cost over-runs. The Madera RIP funds have already been programmed for the initial right-of-way cost over-runs at the CTC's June 27-28, 2012 meeting. The MCTC had to borrow from future shares in order to keep the project whole and on schedule. The MCTC does not have program capacity to fund the current cost over-runs.

Staff was informed that the CTC staff would review the comments received at their public hearing and submit its Draft ITIP to the CTC by December 15, 2015. The CTC adopted the final STIP in February 2016. Staff presented letters of support from Senator Anthony Cannella; Senator Tom Berryhill; and Assemblyman Frank Bigelow.

MCTC staff continued in its effort to strategize and develop funding options in order to address the right-of-way cost over-runs. Staff was able to secure Prop 1B SR99 Bond Savings funds in the amount of \$9 million to cover a portion of the cost over-runs related to utility relocation. The CTC took action on the \$9 million at its June 29-30, 2016 meeting. The remaining \$5-6 million remained to be identified.

MCTC staff learned last week, Friday, June 9, 2017, that the CTC is preparing a Book Item for its June 28-29 meeting to finalize the cost over-run. The book item is currently being prepared, MCTC staff met with Caltrans District 6 to discuss the project and remaining outstanding balance. MCTC staff and District 6 staff agreed that the remaining amount to be reduced from future shares of the Regional STIP is \$3.5 million. The CTC Book Item is pending. In addition, MCTC staff does show cost savings in construction and once the project has been closed out, those savings will be added back to Measure T, approximately \$600,000.

Action: Information and Discussion Only.

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

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

VI. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – May 17, 2017

Included in the Commissioner’s packet was a copy of the May 17, 2017 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of May 17, 2017.

B. Transportation Development Act (LTF & STA) – Allocations. LTF Resolution 16-10 Amendment No. 4

Madera County submitted an application to revise the LTF allocations by decreasing Street Maintenance by \$8,570 and increasing the amount for City of Chowchilla, CATX by \$8,570.

Action: Approve LTF Resolution 16-10 Amendment No. 4

Administrative Consent Calendar Action: Upon motion by Commissioner Poythress, seconded by Commissioner Oliver to approve the Administrative Consent Calendar (Items A-B). A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

A. Draft FY 2017/18 Annual Work Program

Per Authority policy the AWP is prepared annually and serves as the annual funding authority for the Measure “T” program. The Annual Work Program recognizes funds available for projects according to the Measure “T” Investment Plan and outlines each local jurisdiction’s Annual Expenditure Plan with respect to the available funds. The Draft Annual Work Program only includes budgets for the 2017/18 fiscal year and does not yet contain any prior year reports. The final Annual Work Program will be presented for approval at the September Board meeting.

Action: Information and Discussion.

B. Self-Help Counties Coalitions Focus on the Future Conference

The Self-Help Counties Focus on the Future Conference will be held at the San Francisco Marriot Marquis, October 29-31, 2017. Included in your package is a copy of the draft agenda. If you are interested in attending, please contact Sheila Kingsley, Office Assistant, at 675-0721 extension 10 or sheila@maderactc.org

Action: Information and Discussion.

Authority-Administrative Consent Calendar Action: Upon motion by Commissioner Poythress, seconded by Commissioner Oliver to approve the Authority-Administrative Consent Calendar (Items A-B). A vote was called and the motion carried.

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

A. *Caltrans Excellence in Partnering Award*

The Caltrans Excellence in Partnering Award is an annual statewide recognition of completed partnered contracts that best optimize principles of partnering. The main purpose is to celebrate success, share lessons learned of best practices, and honor all contract stakeholders. MCTC received the Silver Excellence in Partnering Award for the Highway 41 Passing Lanes Project. Attached is the Award of Recognition.

Action: Information and Discussion

X. Miscellaneous

A. *Items from Caltrans*

Gail Miller, Caltrans District 06 Planning Director provided a brief update on the local projects in Madera County

B. *Items from Staff*

No Comments.

C. *Items from Commissioners*

No comments.

XI. Closed Session

Public employee performance evaluation, Pursuant to Government Code Section 54957- Executive Director.

Report of Closed Session Actions. Pursuant to Government Code Section 54957.1 and 54957.7, any required reports of closed session actions will be made at this time.

XII. Adjournment

Meeting adjourned at 3:50 p.m.

Next meeting set for Wednesday, July 19, 2017

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission