

**MADERA COUNTY TRANSPORTATION COMMISSION**

**EXECUTIVE MINUTES**

**Date:** February 19, 2020  
**Time:** 3:04 pm  
**Place:** MCTC Conference Room

**Members Present:** Chairman, Max Rodriguez, Supervisor, Madera County  
Vice Chairman, Jose Rodriguez, Councilmember, City of Madera  
Tom Wheeler, Supervisor, Madera County  
Alt. Robert Poythress, Supervisor, Madera County

**Members Absent:** Waseem Ahmed, Councilmember, City of Chowchilla  
Brett Frazier, Supervisor, Madera County  
Andrew Medellin, Mayor, City of Madera

**Policy Advisory Committee:** Above Members, Michael Navarro, Caltrans District 06, Senior Transportation Planner

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

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MCTC sitting as the Transportation Policy Committee

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Public Comment**

None

Chairman Rodriguez changed the order of the Agenda. Items 8 & 9 Authority – Administrative Consent items were moved to the top of the Agenda. See page 10 for details.

4. **Transportation Consent Items**

- A. **2020 San Joaquin Blueprint Awards Call for Nominations**

A Call for Nominations for the [2020 San Joaquin Valley Blueprint Awards](#) has been announced. Candidate projects and individuals in all jurisdictions within the San Joaquin Valley are eligible for

nomination. The deadline for nominations is March 27, 2020 by noon. Awards will be presented at the 14th Annual San Joaquin Valley Policy Conference.

**Action:** Information and Discussion.

**B. *Initiate FY 2020-21 Unmet Transit Needs Public Hearing Process***

The Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2020-21 prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The MCTC's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Madera County. The request for comments letters will be mailed late February 2020.

MCTC's Unmet Transit Needs public hearing is scheduled as follows:  
PUBLIC HEARING – Wednesday, April 22, 2020 at 3:00 p.m.  
Location: Madera County Transportation Commission Board Room  
2001 Howard Road, Suite 201, Madera, CA

The Madera Area Express will provide fixed-route rides, at no cost, to the stop on Howard near Schnoor (Route 2) for the Unmet Transit Needs hearing. If passengers are unable to ride the fixed route because of disability, free Dial-A-Ride (DAR) service to the hearing will be provided. It is highly encouraged that passenger schedule a minimum of 48 hours in advance and understand that space/availability may be limited for DAR service.

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

**Action:** Information and Discussion.

**C. *Safety Performance Measure Target (PM-1) Acceptance***

The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) require metropolitan planning organizations (MPOs) to set targets for a series of transportation-related performance measures. Last year, the 2018 safety targets (PM1) were established and approved and included in the 2018 Regional Transportation Plan (RTP). Since it is an annual target, MCTC's 2019 safety performance targets need to be set by February 2019 for the following five performance measures:

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

MCTC Staff participated in the 2020 PM1 statewide coordination efforts. During the workshops and webinars, the consensus was to select use a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The statewide target aims for a 3.03 percent annual reduction for fatalities and 1.5 percent annual reduction for serious injuries. Included is the analysis with MCTC's targets.

**Action:** Staff recommends adopting the statewide targets for all five safety performance measures for 2020

**D. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 9-Administrative Modification**

Amendment No. 9 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates one (1) County of Madera Section 5311 project for Preventative Maintenance, per County of Madera request.

Amendment No. 9 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1 Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director.

**Action:** Ratify 2019 Federal Transportation Improvement Program Amendment No. 9.

**E. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 10-Administrative Modification**

Amendment No. 10 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the City of Chowchilla Section 5311 project for Operating Assistance.

Amendment No. 10 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1 Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director.

**Action:** Ratify 2019 Federal Transportation Improvement Program Amendment No. 10

**Transportation Consent Calendar Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to approve the Transportation Consent Calendar items (A - E). A vote was called, and the motion carried.

## 5. TRANSPORTATION ACTION/DISCUSSION ITEM

### A. *San Joaquin Valley Joint Powers Authority Commuter Rail Update*

#### California High Speed Rail Authority

On February 12, 2020, the California High Speed Rail Authority (CHSRA) released the draft 2020 Business Plan. The Business Plan is updated biennially and submitted by the CHSRA to the California Legislature. The Business Plan will have a two-month public review and comment period ending on April 12, 2020.

A key highlight of the Draft 2020 Business Plan is continued promotion of completing the Merced to Bakersfield San Joaquin Valley expansion first highlighted by Governor Newsom in his 2019 State of the State Address. The plan is for the 119-mile segment in the Central Valley to expand to 171 miles of electrified high-speed rail connecting Merced, Fresno and Bakersfield with additional stops to serve Madera and Kings/Tulare.

After the release of the CHSRA 2019 Project Update Report, their Board of Directors requested that two additional studies be performed to provide additional due diligence for decisions related to adopting an expanded program baseline budget and schedule based on available funds. These studies included the:

- **Business Case Assessment Study:** The Board's Finance and Audit Committee requested the Authority's financial advisor, KPMG, develop a Business Case Assessment Study for the proposed Merced to Bakersfield interim high-speed rail service. The study evaluated a range of issues including funding and affordability, ridership and revenue forecasts, business model, commercial considerations, risk and mitigation strategy, and socio-economic and other benefits.
- **Side-by-Side Study, Quantitative Report:** The Board of Directors requested that the early train operator (ETO) prepare an expanded analysis comparing the Merced to Bakersfield investment recommendation to other comparable early investment options in the San Francisco to Gilroy corridor and the Burbank to Anaheim corridor. The Side-by Side Study, Quantitative Report, evaluated a range of costs and benefits including capital and operating costs, ridership, GHG reductions and congestion relief.

Together, these two studies along with their recommendations affirm the CHSRA proposal to invest the projected \$4.8 billion in the Merced to Bakersfield line.

KPMG's Business Case Assessment study concluded that allocating the Authority's remaining funding to Merced-Bakersfield allows the Authority to meet one of its key objectives—initiating high-speed rail service as soon as possible. Additionally, the study alludes to the socio-economic benefit,

enhanced mobility, utilization of the Authority's assets and infrastructure, reduced state costs for commuter rail in the San Joaquin Valley, affordability, return on investments and the need for additional investments from systems currently serving the San Joaquin Valley.

The ETO Side-by-Side Study, Quantitative Report compared the recommended high-speed rail investment between Bakersfield and Merced to other potential early investment options in the San Francisco to Gilroy corridor and the Burbank to Anaheim corridor. The ETO concluded that the high-speed rail investment in the Central Valley corridor provides the highest benefits, requires the least additional system investment and reduces, rather than increases, the operating subsidy of the system, including regional rail operators. The Northern California and Southern California corridors require considerable additional regional investments, whereas, the Merced to Bakersfield corridor requires only up to \$500 million in additional regional funding to achieve significantly greater benefits.

Also highlighted in the Draft 2020 Business Plan is the importance of and continued planning of the connection between the Silicon Valley and the San Joaquin Valley. The plan estimates a cost of \$33 billion to achieve the system expanding 287-miles between Bakersfield and San Jose. Addition funding must be secured to see the Valley to Valley connection come to fruition.

The [2020 Draft Business Plan](https://hsr.ca.gov/about/business_plans/2020/) can be accessed via the flowing link:  
[https://hsr.ca.gov/about/business\\_plans/2020/](https://hsr.ca.gov/about/business_plans/2020/)

### *San Joaquin Joint Powers Authority*

In 2012, local and regional agencies throughout most of the San Joaquin Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland) sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing San Joaquin Rail Service from the state.

The 2016 CHSRA Business Plan highlighted a future joint Amtrak and High-Speed Train station in Madera. Upon the release of the Plan, MCTC collaborated with its member agencies, SJJPA, CHSRA and the California State Transportation Agency regarding the joint station inclusion. The results of this collaboration are a new station location off Avenue 12 to support the potential for greater ridership, transit-oriented development, improve connectivity and accessibility for transit and automobiles. The new station would serve as the co-located with a planned HSR station and provide a direct connection between Amtrak San Joaquins and high-speed rail trains.

On April 26, 2018 California State Transportation Agency announced that the SJJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be

procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation.

SJJPA Manger of Regional Initiatives, Dan Leavitt, provided an overview of the anticipated 2020 activities pertaining to the Madera Amtrak Station environmental review process.

**Action:** Information and Discussion

**B. SR 233 Corridor Study Existing Conditions Report**

The Madera County Transportation Commission (MCTC) commissioned a Corridor Planning Study/Downtown Master Plan of SR 233/Robertson Boulevard from SR 152 to Rd 19, with an emphasis area in Downtown Chowchilla. The project is divided into two (2) phases. Phase 1 of this project included a public participation and outreach plan development to ultimately result in the development of a Master Plan for SR 233 in Phase 2. As an initial component of the master plan development, an Existing Conditions Report was developed. The project has been carried out through a joint collaboration of stakeholders, including community groups, Caltrans District 6, City of Chowchilla, Consultant Services, and MCTC.

This project is funded by the SB-1 Sustainable Communities Planning Grant administered by Caltrans. The objective of the SB-1 Sustainable Communities Planning Grant program is to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), contributes to the State's greenhouse gas (GHG) reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives.

MCTC and the City of Chowchilla collaborated closely on this project due to a parallel SB-1 Sustainable Communities Planning Grant the City was awarded, the Truck Route Study. Included is the Existing Conditions Report, appendices can be provided upon request. Next steps will be to continue community outreach and Stakeholder Advisory meetings for phase II development of this grant: SR 233/ Robertson Boulevard Planning Study- Downtown Core Master Plan. Presentations of the Existing Conditions Report will be done during Chowchilla's Planning Commission on February 19<sup>th</sup> and to Chowchilla's City Council on February 25<sup>th</sup>.

**Action:** Information and Discussion.

**C. State Route 41 Joint Fresno Madera Sustainable Corridor Study**

MCTC staff was contacted by Fresno Council of Governments regarding collaborating in a joint sustainable corridor study of the State Route (SR) 41 corridor between Southeast Madera County and the City of Fresno.

The Fresno-Madera Sustainable Corridor Study will determine future transportation needs of the northern portion of State Route (SR) 41 that runs through the core of the City of Fresno and continues north into the future-developed area of Madera County. This study will also include the major connecting corridor that serves residents of both counties, Avenue 9, which links SR41 and SR99 in southern Madera County. The joint study will provide direction for both counties as both the residential population and the need for sustainable transportation improvements continues to increase along the corridor.

The study would take a comprehensive look at Travel Demand Management (TDM) strategies along the corridor, including how to best integrate strategies such as HOV express lanes, dedicated transit lanes, and active transportation features into the corridor to promote efficiency and reduce our environmental impact as the region continues to grow. The study proposes to develop a bi-county traffic model to forecast traffic growth along the corridor.

MCTC has been asked to contribute \$50,000 towards a total project cost of \$400,000. Fresno COG staff would be the lead agency for the study with plans to retain a consultant for the study development.

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Jose Rodriguez to approve participation in the SR 41 Joint Fresno Madera Sustainable Corridor Study with Fresno COG the amount of \$50,000 from the carryover funds currently programmed for the model update project provided by Kings County Association of Governments. It was also recommended that staff prepare a MOU or Agreement with Fresno COG outlining the purpose of the study and ensure that the model being developed for this effort will only be used for the purpose of the study and not for any litigation, including but not limited to, CEQA documents, other planning or engineering studies, general or other plan updates. A vote was called and the motion carried.

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

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

## 7. ADMINISTRATIVE CONSENT ITEMS

### A. *Executive Minutes – January 22, 2020*

Included in the Commissioner's packet was copy of the January 22, 2020 Executive Minutes of the Policy Board.

**Action:** Approve Executive Minutes of January 22, 2020.

**B. *Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) 2020-21 Estimates***

Prior to February 1 of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2020-21 is **\$4,720,998**. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

**State Transit Assistance (STA):** Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2020-21, there is \$692,253,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is **\$1,415,521**.

**State of Good Repair (SGR):** Pursuant to Public Utilities Code Section 99312.1(c), the State Controller is directed to send an estimate of SGR Funds to each transportation planning agency. For fiscal year 2020-21, there is \$110,746,000 budgeted according to the most current information from the State Controller's Office. The SGR allocation estimate for Madera County is **\$226,454**.

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

**Action:** Information and Discussion Only.

**C. *Transportation Development Act (LTF, STA) – Allocation, LTF Resolution 19-10 Amendment No. 1, STA Resolution 19-11 Amendment No. 1***

The City of Madera requested to carryover funds from FY 2018-19 and reallocate their apportionments.

**Action:** Approve LTF Resolution 19-10 Amendment No. 1, STA Resolution 19-11 Amendment No. 1

**D. *Revising Accounting and Financial Policies and Procedures Manual***

Some revisions have been made to the Accounting and Financial Policies and Procedures Manual. The revisions include an update to the meal per diem rates (based upon updated federal reimbursement rates), updates to position titles to be consistent with current job titles, and some minor grammatical corrections.

**Action:** Approve Revised Accounting & Financial Policies and Procedures Manual



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

## 8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

### A. *Draft 2020-21 Overall Work Program and Budget*

Included on MCTC's website is the [DRAFT 2020-21 MCTC Overall Work Program](#) (OWP) and Budget. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA and FTA. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review, the OWP will be brought before the Commission for adoption at its April 2020 meeting.

The DRAFT 2020-21 MCTC Overall Work Program (OWP) is available for download at: <https://www.maderactc.org/finance/page/overall-work-program>

The Annual Group Meeting, which includes the federal and state agency review group that meets with MCTC staff, was conducted on December 16, 2019 to help prepare for the FY 2020-21 OWP

**Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Wheeler to authorize circulation of Draft 2020-21 MCTC Overall Work Program for agency review. A vote was called and the motion carried.

### B. *FY 2019-Overall Work Program and Budget Amendment No. 2*

Enclosed in the Board packet was a copy of the letter to Caltrans requesting an amendment to the Overall Work Program & Budget, a copy of the amended budget, an amended OWP spreadsheet, and the amended work elements. The revised Budget is \$1,994,439 (an increase of \$41,000 from previously amended budget). The amendment reflects funds that have been added to purchase new Server hardware, software, and other affiliated costs, and adjustments for actual costs versus budgeted.

The amendment is recognized in the following categories:

Revenues – (Increase \$41,000)

- FHWA PL Carryover – increase \$26,295
- FTA 5303 Carryover – increase \$2,636
- TDA Carryover – increase \$12,411
- MCTA – decrease \$342

Indirect Costs – (Increase \$41,000)

- Technology Related Equipment & Repairs – increase \$41,000

Other Direct Costs – (No change)

- MCTA Project Development Costs – decrease \$2,000
- Other MCTA Costs – increase \$2,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 101 – Performance Measures; 110 – Regional Planning Database; 111 – Traffic Monitoring Program; 112 – Traffic Modeling; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 140 – Other Modal Elements; 150 – Public Participation Program; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 907 – Board Cost & Other Expenses; 910 – MCTA Administration

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to approve FY 2019-20 OWP Budget Amendment No. 2. A vote was called and the motion carried.

## **MCTC Sitting as the Madera County 2006 Transportation Authority**

### **9. AUTHORITY – CONSENT ITEMS**

None

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

#### **A. MCTA FY-19 Audit Report**

MCTA received the Measure “T” Audit Report for the Fiscal Year ended June 30, 2019 for the Madera County Transportation Authority. This report was completed in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

Staff was pleased to report that there are no adverse findings.

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to accept FY 18-19 MCTA Audit Report. A vote was called and the motion carried.

### **11. Miscellaneous**

#### **A. Items from Caltrans**

Michael Navarro, Caltrans District 06 Senior Transportation Planner, provided a brief update on the local projects in Madera County.

#### **B. Items from Staff**

Patricia Taylor, MCTC Executive Director updated the Board of the upcoming meeting in the MCTC Conference Room with Congressman Costa, scheduled for Thursday, February 20<sup>th</sup> at noon. Secretary Kim, CalSTA, will also be in attendance.

**C. Items from Commissioners**

This time was reserved for Commissioner's to inquire about specific projects.

**12. Adjournment**

Meeting adjourned at 5:01 pm

Next meeting scheduled for Wednesday March 18, 2020.

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission