



Regular 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 22, 2020

TIME

3:00 pm

Policy Board Members

Commissioner Max Rodriguez, Chair
Commissioner Jose Rodriguez, Vice Chair
Commissioner Waseem Ahmed
Commissioner Brett Frazier
Commissioner Andy Medellin
Commissioner Tom Wheeler

Madera County Supervisor
Council Member, City of Madera
Council Member, City of Chowchilla
Madera County Supervisor
Mayor, City of Madera
Chair, Madera County Supervisor

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.

The following options are available to members of the public to listen to this meeting and provide comments to the Policy Board members during the meeting:

1. You are strongly encouraged to listen to the Policy Board meeting by joining the meeting from your computer or tablet. Please register for the MCTC April Policy Board Meeting on April 22, 2020 at:

<https://attendee.gotowebinar.com/register/3008133377958285069>

After registering you will receive a confirmation email containing information about joining the webinar. Participants may need to use their telephone for audio.

Dial in using your telephone:

1 (213) 929-4221

1 866 952 8437 (Toll Free)

Access Code: 239-990-330

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.

2. If you wish to make a comment on a specific agenda item, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 by 10:00 am on April 22. 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

CALL TO ORDER

1. PLEDGE OF ALLEGIANCE
2. 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

3. 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.

| | | | |
|-----|--|-------------------------|---------------------------|
| 3-A | Active Transportation Plan Cycle 5 | No | Info/Disc |
| 3-B | FY 2020-21 Unmet Transit Needs Public Hearing Update | Yes | Info/Disc |
| 3-C | Transit Memorandum of Understandings with Local Agencies | Yes | Approve |
| 3-D | Low Carbon Transit Operation Program (LCTOP) List of Projects – Resolution 20-01 Amendment No. 1 | Yes | Approve |
| 3-E | 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – Administrative Modification | Website | Ratify |
| 3-F | Project Prioritization Study | No | Info/Disc |

| | | | |
|-----|---|-------------------------|-----------|
| 3-G | FY 2021-22 Sustainable Transportation Planning Grant Update | Yes | Info/Disc |
| 3-H | Letter of Support for San Joaquin Regional Rail Commission's FY 2020 BUILD Grant Application | Yes | Approve |
| 3-I | California High Speed Rail Authority 2020 Draft Business Plan – WYE Madera Task Force Comment Letter | Yes | Info/Disc |
| 3-J | 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – Administrative Modification | Website | Ratify |
| 3-K | 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – Administrative Modification | Website | Ratify |

4. TRANSPORTATION ACTION/DISCUSSION ITEMS

| | | | |
|-----|--|-----|-----------|
| 4-A | COVID-19 Legislation and Transportation Impacts | Yes | Info/Disc |
| 4-B | Safe, Affordable, Fuel Efficient Vehicle Rule Part II | No | Info/Disc |
| 4-C | Senate Bill 743 Implementation Update | No | Info/Disc |
| 4-D | Madera Station Relocation Project – Webinar Announcement | Yes | Info/Disc |

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

6. 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.

| | | | |
|-----|---|-----|---------|
| 6-A | Executive Minutes – March 18, 2020 | Yes | Approve |
| 6-B | New Employment Policies due to COVID-19 Legislation | Yes | Approve |
| 6-C | Proposed FY 2020-21 Member Assessment Fees | Yes | Approve |

7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

| | | | |
|-----|---|-------------------------|---------|
| 7-A | FY 2020-21 Overall Work Program and Budget – Resolution 20-03 | Website | Approve |
| 7-B | FY 2019-20 Overall Work Program and Budget Amendment No. 3 | Yes | Approve |

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

8. 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 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.

None

9. AUTHORITY – ACTION/DISCUSSION ITEMS

None

OTHER ITEMS

10. Miscellaneous

- 10-A Items from Caltrans
- 10-B Items from Staff
- 10-C Items from Commissioners

11. Adjournment

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

Annotated Agenda

Madera County Transportation Commission April 22, 2020 Meeting

1. PLEDGE OF ALLEGIANCE
2. PUBLIC COMMENT

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

3. TRANSPORTATION CONSENT ITEMS

3-A. Active Transportation Program Cycle 5

Summary: On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Cycle 5 is expected to include about \$440M in ATP funding consisting of Federal funding, State SB-1 funding, and State Highway Account (SHA) funding. The funding/programming years are expected to include 21/22, 22/23, 23/24 and 24/25 fiscal years.

The Call for Projects was released on March 25, 2020 with the approval of the updated guidelines by the California Transportation Commission (CTC). The application postmark date is June 15, 2020.

Potential applicants are encouraged to check the [CTC](#) website for future updates including any possible delays due to COVID-19. *(Ebersole)*

Action: Information and discussion

3-B. FY 2020-21 Unmet Transit Needs Public Hearing Update

Summary: The Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 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 comment letters was mailed during late February 2020.

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

PUBLIC HEARING –Wednesday, May 20, 2020 at 3:00 p.m.

This meeting/public hearing will be via GoToWebinar

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

The link to the unmet transit needs survey can be found on our website, social media pages, the public hearing notice, and fliers.

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

Action: Information and discussion

3-C. Transit Memorandum of Understandings with Local Agencies

Summary: As required by Federal regulations, there shall be an agreement between the Metropolitan Planning Organization (MPO) and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning and programming activities. The current Transit MOUs have been updated to include language regarding Transit Asset Management, performance-based planning and programming, and other related performance measures. All the member transit agencies have returned their fully executed MOUs and are included in your package. *(Davies)*

Action: Approve Transit Memorandum of Understandings with Local Agencies

3-D. Low Carbon Transit Operation Program (LCTOP) List of Projects – Resolution 20-01 Amendment No. 1

Summary: The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created as a statewide program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resource Board’s Cap-and-Trade Program established by Assembly Bill 32 with proceeds deposited into the Greenhouse Gas Reduction Fund.

The Madera County Transportation Commission is a designated recipient of Low Carbon Transit Operations Program funds for the Madera region. Funds allocated for the FY 2019/20 Low Carbon Transit Operations Program total \$298,667. Allocation of these funds is based on the State Controller's distribution formula for State Transit Assistance (STA) funds, per Sections 99313 and 99314 of the California Public Utilities Code. Matching funds are not required for this program. The following projects will be submitted:

City of Chowchilla
City of Chowchilla Transit Bus Stop
\$26,922

City of Madera
City of Madera Farebox Modernization
\$124,327

County of Madera
MCC Bus Stop Shelters and Amenities
147,418
(Ebersole)

Action: Approve LCTOP List of Projects – Resolution 20-01 Amendment No. 1

3-E. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – Administrative Modification

Summary: Amendment No. 11 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the County of Madera’s Oakhurst Midtown Connector project.

Amendment No. 11 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. (*Findley*)

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 11

3-F. Project Prioritization Study

Summary: MCTC, with the assistance of a consultant, will develop a Project Prioritization Study (study) for the Madera County region to address traffic congestion, maintenance, transit needs, or vehicle alternatives, such as bicycle and pedestrian travel. The study will identify currently planned projects, identify projects not currently planned for, establish costs to complete identified projects, establish relevant facility conditions, estimate projected revenue available for transportation in the next 25 years, and identify the funding shortfall resulting from these projections. Once comprehensively listed, a methodology will be developed to help prioritize the projects. The results of the prioritization process will inform the planning and investment decision making process.

The goals of the Project Prioritization Study are to identify and prioritize transportation projects that best help the region meet its various goals related to Greenhouse Gas (GHG)

reduction, reducing vehicle mile traveled (VMT), better accommodating diverse modal choice, increasing traffic safety, supporting economic vitality and decreasing adverse health effects related to travel throughout the Madera Region. The overall process will be one that continues to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

MCTC previously completed a project prioritization study in 2005. The previous study established the foundation upon which project listings were utilized for various subsequent planning documents and activities including the Regional Transportation Plan, Federal Transportation Improvement Program, and the Measure "T" Investment Plan. The new study will be conducted in three phases with oversight from an MCTC staff project manager and a committee of local agency representative stakeholders. MCTC will retain professional consultant services to assist in the study development.

The first phase will focus on Data Collection. Data collection will focus on the collection and analyses of existing project data as well as developing a method for the identifying of unidentified projects data. The listings will be combined into a comprehensive list. Phase one activities will occur in the Spring of 2020.

The second phase will focus on Data Analysis. Based upon the results of the first phase, project scope, staging, and costs will be identified. A methodology/approach for project prioritization will be developed considering policies and mandates meant to curb VMT and GHG emissions (SB 375 and SB 743) while supporting social equity, economic vitality, public health, safety, and increasing modal choice. Finally, the prioritization of the projects using said approach will commence. Activities for phase two will take place in the Summer/Fall of 2020.

The results of the prioritization will be presented to stakeholders and implemented into the regional planning process. The final phase will focus on application of the prioritized projects towards planning activities and analysis performed in the development or updates of the RTP/SCS, FTIP, ATP, possible Measure "T" Program extension, traffic model network revisions, and other pertinent planning exercises including activities overseen by local agency partners. MCTC will evaluate the need for future updates of this study after completion. Activities for phase three will take place in late fall of 2020.

The study will be funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants. *(Stone/McNeil)*

Action: Information and discussion

3-G. FY 2021-22 Sustainable Transportation Planning Grant Update

Summary: The California Department of Transportation (Caltrans) is seeking public and stakeholder input on updating the Fiscal Year 2021-22 Sustainable Transportation Planning Grant Application Guide.

WebEx events are scheduled to outline the update process for the grant guide and receive input on potential updates.

This is an opportunity to inform how Caltrans invests State and federal funds from sources including the State's Senate Bill 1 Road Repair and Accountability Act of 2017, the Federal Transit Administration (Section 5304), and the Federal Highway Administration (State Planning and Research, Part I).

The same content will be presented at each workshop. Please see the attached notice for more information. (*Ebersole*)

Action: Information and discussion

3-H. Letter of Support San Joaquin Regional Rail Commission's FY 2020 BUILD Grant Application

Summary: Staff has prepared a letter of support regarding the San Joaquin Regional Rail Commission's (SJRRRC) FY 2020 BUILD Grant application for the Stockton Diamond Grade Separation project. Funding of their request will allow SJRRRC to leverage State funds to construct a transformative rail infrastructure project to improve safety on the freight network, increase the efficiency of freight and passenger rail movement, provide improved access from the Port of Stockton to national and worldwide markets, and facilitate continued economic growth and competitiveness in the greater-Central Valley and San Francisco Bay areas.

SJRRRC is requesting \$25 million in BUILD funding for the construction of the Stockton Diamond Grade Separation project. At an estimated cost of \$237 million, a BUILD award would be matched by significant investments in State funding toward project completion. (*Stone/Ebersole*)

Action: Information and discussion. Direction may be provided.

3-I. California High Speed Rail Authority 2020 Draft Business Plan – WYE Madera Task Force Comment Letter

Summary: The WYE Madera County Task Force has reviewed the Draft 2020 California High Speed Rail Authority Business Plan and drafted a comment letter. The letter emphasizes continued support for completion of the Central Valley segment, further clarification on the Madera Station, provide criteria and opportunities for input on High Speed Rail operations and maintenance facilities siting, describing the intended central valley wye construction for interim service, identification and measures to address socioeconomic impacts, and updating environmental and socioeconomic analyses with current projections and plans. A copy of the letter is attached with this agenda item.

WYE Madera County is a collaborative of agencies in Madera County with common interests pertaining to the California High-Speed Rail (“HSR”). WYE Madera County members are:

- County of Madera
- City of Chowchilla
- City of Madera
- Madera County Transportation Commission
- Madera Unified School District
- Workforce Development Board of Madera County
- Madera County Economic Development Commission

This letter provides WYE Madera County’s input to the Authority on the Draft 2020 California High Speed Rail Business Plan (“Draft 2020 Business Plan”) issued on February 12, 2020. The close of public comment was originally scheduled for April 12, 2020. The comment period has been extended to June 1, 2020. (*Stone*)

Action: Information and discussion

3-J 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – Administrative Modification

Summary: Amendment No. 12 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the Highway Bridge Program (HBP) Grouped Project Listing and adds Highway Infrastructure Program (HIP) revenue to the financial spreadsheet.

Amendment No. 12 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. (*Findley*)

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 12

3-K. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – Administrative Modification

Summary: Amendment No. 13 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the South Madera 6 Lane (SR 99 Ave 7-12) and Planning Programming, and Monitoring projects.

Amendment No. 13 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. (*Findley*)

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 13

4. TRANSPORTATION ACTION ITEMS

4-A. COVID-19 Legislation and Transportation Impacts

Summary: The COVID-19 pandemic has created new obstacles for state and local officials as they try to adapt to rapidly changing circumstances and mitigate the scope of anticipated economic and fiscal losses. Revenue, budgets, and regional fiscal resiliency are all now in question as local, state, and national governments closely observe how the outbreak develops.

This agenda item will discuss 3 current topics related to the COVID-19 Pandemic:

1. Coronavirus Aid, Relief, and Economic Security Act (CARES Act) – March 27, 2020
 2. Revenue, Budgets and Fiscal Impacts of COVID-19
 3. “Phase 4” – Emergency Relief and Economic Recover Package – Currently in formation
- **Coronavirus Aid, Relief, and Economic Security Act (S. 3548) or “CARES Act” – March 27, 2020**

The CARES Act was signed by President Trump on March 27, 2020. The CARES Act provides nearly \$2 trillion in financial relief as the United States tries to mitigate the spread of COVID-19. As it relates to local government, the CARES package includes assistance for community development, housing and homelessness, and transportation.

For this report, MCTC staff will focus on transportation. The Federal Transit Administration (FTA) announced \$25 billion (\$22.7 billion to large and small urban areas and \$2.2 billion to rural areas) - [25 billion](#) in federal funding allocations to the transit industry following the President signing of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act directs FTA to allocate funding to prevent, prepare for, and respond to the coronavirus through the existing Urbanized Area Formula Grants Program, Rural Areas Formula Grants Program, and the Tribal Transit Formula Grants Program. Funding will be provided at a 100% federal share, with no local match required.

The State of California will receive a total of \$3,767,283,119. The Madera UZA apportionment (City of Madera and a portion to County by agreement) will receive: \$6,440,671. This apportionment includes (1) Section 5307 and 5340; (2) CARES Act Stimulus; and (3) Small Transit Intensive Cities funds. For budget purposes, the annual apportionment is approximately \$2.8 million, and the stimulus is approximately \$3.6 million for a total of \$6.4 million available.

The apportionment for Section 5311 which is allocated to the City of Chowchilla and County of Madera is apportioned by Caltrans Division of Rail and Mass Transportation (DRMT). Caltrans DRMT is applying to Federal Transit Administration (FTA) for \$30 million (*approximately 30%* of California’s Section 5311 CARES Act apportionment). This exceeds the COVID-19 induced shortfall identified by Section 5311 subrecipients in the survey DRMT circulated the first week of April. The allocation each Section 5311 recipient receives from the \$30 million will be based on allocations made by RTPAs and MPOs to their local transit providers for the current operating year.

The following numbers identifies the amount calculated for each operator and DRMT will make funds available to each operator as soon as FTA makes the award:

- City of Chowchilla: \$71,394
- County of Madera: \$388,322

The apportionment for 2020/21 Section 5311 is not yet available. For budget purposes, 2019/20 Section 5311 apportionment is as follows:

- City of Chowchilla: \$69,695
- County of Madera: \$368,915

The following is a link for information regarding the funds and apportionment tables:
[Apportionment Tables](#)

The funding amount for each individual transit provider is a local decision. By law, state governors, generally through the state Department of Transportation, distribute FTA formula funds among recipients in rural and small urban areas. For large urban areas, governors select a Designated Recipient. The Designated Recipient then allocates funds within the Urbanized Area to specific transit agencies that then apply for and receive grants from FTA. This is a normal part of FTA grant processes, so states and localities will follow a familiar process for making these decisions. Funds are apportioned directly to Tribes for the Tribal Transit Formula Grants Program.

Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating, capital and other expenses incurred beginning January 20, 2020. Operating expenses are eligible for all urban, rural and Tribal recipients, even those in large urban areas, and includes operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during the emergency are eligible.

Resources for Stakeholders and Grantees

The FTA website provides multiple resources to help grantees in your state to understand eligible expenses, program requirements, and receive grant funds:

- [COVID-19 Page](#)
- [FAQ Page](#)
- [Apportionment Tables](#) for states and Urbanized Areas to begin their planning processes

If grantees require further clarification or technical assistance, please direct them to email their questions to FTAresponse@dot.gov or contact their [FTA regional office](#) – [FTA - Region 9](#).

- **Revenue, Budgets and Fiscal Impacts of COVID-19**

MCTC staff is monitoring the COVID-19 pandemic and its potential impacts related to Madera’s transportation funding and programs, including Measure T sales tax revenue. As the current situation is quite fluid, rather than focusing on one possible scenario, MCTC staff has developed potential impacts based on assumptions.

Assumptions

- We do not have any known data yet to make reliable projections and forecasts.
- That shelter in place remains through May 31, 2020.
- Moderate recession with V-long recovery.
- Received cash receipts used as baseline.
- Utilized HdL forecast numbers as basis for percentage changes.

Measure T revenues over the remaining life of the measure (sunsets 2027) would be lower by approximately \$10-25 million with the most likely scenario ending somewhere in the middle. This will cause potential impacts to the following projects:

- FY 20-21 would see a drop of 12.58 percent, delaying the availability of funds to reimburse the Oakhurst and SR 233 projects.
- The total reduction over the life of the measure would mean result in at least one project potentially being removed from the Phase 2 Regional Program.

Transportation Development Act (TDA) Revenues

1. Local Transportation Fund: derived from ¼ cent of the 7 ¼ percent state sales tax

- The Local Transportation Fund (LTF) is projected to have a decrease of -3.25 percent in FY 2019-20 compared to the original estimate. However, there is an unallocated balance that should cover this shortfall. As a result, the local jurisdictions should not experience a decrease in LTF for 2019-20.
- LTF for 2020-21 will be negatively impacted by the loss of revenue due to COVID-19. The preliminary projection due to COVID-19 is approximately -13.87 percent. The impact may be assumed for an additional four years, as the preliminary

projection shows that revenues may not return to the current year estimate for a four year period.

- Staff is requesting the County Auditor’s office to amend its original estimate of the LTF fund for FY 2020-21, due to the negative impacts of COVID-19.

2. State Transit Assistance (STA): derived from gas tax

- It is anticipated that there will be a considerable impact to STA revenues. However, the State Controller’s Office indicated that they would keep their original STA estimate for 2020-21 with the understanding they may change their position as the shelter in place orders remain longer than anticipated.

MCTC revenues will have minimal impact in FY 2019-20 with a possible reduction in revenue of approximately \$40-70,000 per year during the next 5 years due to loss of Measure T administration, TDA planning, and Planning, Programming and Monitoring (PPM) funds.

State Transportation Improvement Program (STIP) – Regional Improvement Program (RIP) funds will be impacted due to loss of sales tax and gas tax revenues. Potential impacts include a delay of state highway projects (SR 99 projects) and/or deletion of state highway projects in future STIP cycles. In addition, possible delay of any new capacity and availability of RIP funds until 2028 cycle (due to an overdrawn balance and the reduction of gas tax).

As MCTC staff begins to receive new data, impacted funds over the next couple of months, and any changes in the shelter in place orders, staff will have the ability to provide updated projections. At this time, there is no way to know when the current economic disruption will end and the severity of the COVID-19 impact on the economy.

- **“Phase 4” – Emergency Relief and Economic Recover Package – Currently being discussed in Congress**

The American Association of State Highway and Transportation Officials (AASHTO) is an organization representing all 50 state departments of transportation (state DOTs), the District of Columbia, and Puerto Rico. Patrick McKenna, President, AASHTO, and Jim Tymon, Executive Director, AASHTO wrote a joint letter, April 6, 2020, on behalf of AASHTO members to Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer. The letter acknowledged and thanked the actions of Congress on its historic response to the COVID-19 pandemic, specifically recognizing the significant and timely support for aviation,

passenger rail, and transit operating needs provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

The intent of the letter is to urge Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation – “Phase 4” emergency relief and economic recovery package. The first request is an immediate \$49.95 billion in flexible federal funding to offset what is estimated will average at least a 30 percent loss in state transportation revenues in the next 18 months. The federal backstop will help to ensure state DOTs can operate and maintain their systems without disruption and allow current transportation projects and plans to continue. Second, in order to boost years-long economic recovery that will be necessary once the national emergency subsidies, Congress should look to pass a major transportation investment package in the form of surface transportation and water transportation reauthorization. The letter also noted that the requested actions to shore up our nation’s highway, transit, passenger rail, and water transportation systems will send a bold signal to raise consumer and investor confidence and expectations for economic recovery, while strengthening our national transportation system for decades to come.

Included in your package is a copy of the AASHTO letter urging Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation— the “Phase 4” emergency relief and economic recovery package. MCTC staff will continue to monitor and engage in discussions related to “Phase 4” emergency relief and economic recovery package.

Conclusion:

The United States had been trending toward increased economic growth and decreased unemployment before the pandemic took hold of the nation. Without a specific end date identified for the safety measures currently in place, state and local governments must evaluate and monitor their finances in order to best serve their region and their constituents. MCTC staff has participated in several calls related to how to forecast potential scenarios that could alter the fiscal landscape, which would ultimately impact tax revenues and expenditure decisions.

Currently, it is somewhat premature to provide a recommendation and instead, staff continues to monitor and react accordingly. Most agencies, such as MCTC, are preparing assumptions and monitoring the situation, given the unknowns related to this pandemic. Staff also awaits Federal, State, and local agencies to provide additional guidance. *(Taylor)*

Action: Information and Discussion Only

4-B. SAFE Rule II Update

Summary: On March 31, 2020, the Environmental Protection Agency (EPA) and the Department of Transportation, acting through the National Highway Traffic Safety Administration (NHTSA), finalized Part II of the Safer Affordable Fuel Efficient Vehicles (SAFE) Rule. SAFE Part II sets carbon dioxide (CO₂) emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years (MYs) 2021-2026.

The SAFE Rule was introduced on August 24, 2018. Part I of the SAFE Rule established one national program for fuel economy regulation on September 19, 2019. SAFE Part I withdrew California's authority to establish its own vehicle fuel economy standards under Section 209 of the Clean Air Act and finalized NHTSA's regulatory framework related to preemption of state's authority to set fuel economy standards.

The final SAFE Part II will be published in the Federal Register in the coming days and will go into effect sixty days later. Upon publication in the Federal Register, the rule will likely be challenged in court. California, among 20 other states, several cities and various other organization, is currently engaged in litigation regarding SAFE Part I. There is some degree of uncertainty of short-term impacts of SAFE Part II due to current and expected new litigation.

MCTC staff will continue to monitor SAFE Rule impacts to the Madera Regions planning process and participate in statewide discussions related to resolution of the potential issues the policy may present. Staff will continue to report on this matter as more detailed information becomes available. *(Stone)*

Action: Information and discussion.

4-C. Senate Bill 743 Implementation Update

Summary: Senate Bill 743 (SB 743) was signed in 2013, with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." When implemented, "traffic congestion shall not be

considered a significant impact on the environment” within California Environmental Quality Act (CEQA) transportation analysis.

SB 743 requires the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. The level of traffic congestion on a roadway segment, or it’s Level of Service (LOS), will no longer be an analysis factor for considering the significant impacts of a project.

Regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018. July 1, 2020 is the statewide implementation date and agencies may opt-in use of new metrics prior to that date. OPR released a December 2018 Technical Advisory that contains recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

MCTC staff have been participating in various discussion with state partners and MPO peers related to SB 743 implementation. Additionally, staff have been coordinating with local agency staff and consultant firms retained by local agencies for environmental analysis on implementation strategies. Staff is incorporating travel output features into the Madera traffic model update project to best situate the tool for VMT analysis of future projects in the region as a result of this collaboration. *(Stone)*

Action: Information and discussion

4-D. Madera Amtrak Station Relocation Project – Webinar Announcement

Summary: San Joaquin Joint Powers Authority (SJJPA) staff will be hosting webinars to be held online on May 14, 2020 in lieu of previously planned in-person open houses due to the Coronavirus. During the webinars, Project staff will provide more detailed information about the Project and provide an opportunity for interested parties to submit questions and comments. Additional webinars or in-person meetings will be scheduled as the Project proceeds. For more information and to sign up for the SJJPA email list, visit: www.sjjpa.com/madera-station-relocation-project.

The primary project contact is:
Dan Leavitt
Manager of Regional Initiatives
San Joaquin Joint Powers Authority
dan@sijpa.com
(209)944-6266

(Stone)

Action: Information and discussion

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

5. **REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE**
6. **ADMINISTRATIVE CONSENT ITEMS**
- 6-A. **Executive Minutes – March 18, 2020**

Summary: Included in your packet is a copy of the March 18, 2020 Executive Minutes of the Regular Meeting of the Policy Board and a copy of the March 18, 2020 Executive Meetings of the Special Meeting of the Policy Board.

Action: Approve Executive Minutes of the March 18, 2020 Regular Meeting and the March 18, 2020 Special Meeting

- 6-B. **New Employment Policies due to COVID-19 Legislation**

Summary: Due to passage of the Families First Coronavirus Response Act (FFCRA or Act), staff has written draft supplemental employment policies to address new federal law. This act requires certain employers to provide employees with paid sick leave or expanded family and medical leave for specified reasons related to COVID-19. The Department of Labor's Wage and Hour Division administers and enforces the new law's paid leave requirements. These provisions will apply from the effective date through December 31, 2020.

Generally, the Act provides that employees of covered employers are eligible for:

- Two weeks (up to 80 hours) of paid sick leave at the employee's regular rate of pay where the employee is unable to work because the employee is quarantined

(pursuant to Federal, State, or local government order or advice of a health care provider), and/or experiencing COVID-19 symptoms and seeking a medical diagnosis; or

- Two weeks (up to 80 hours) of paid sick leave at two-thirds the employee's regular rate of pay because the employee is unable to work because of a bona fide need to care for an individual subject to quarantine (pursuant to Federal, State, or local government order or advice of a health care provider), or to care for a child (under 18 years of age) whose school or child care provider is closed or unavailable for reasons related to COVID-19, and/or the employee is experiencing a substantially similar condition as specified by the Secretary of Health and Human Services, in consultation with the Secretaries of the Treasury and Labor; and
- Up to an additional 10 weeks of paid expanded family and medical leave at two-thirds the employee's regular rate of pay where an employee, who has been employed for at least 30 calendar days, is unable to work due to a bona fide need for leave to care for a child whose school or child care provider is closed or unavailable for reasons related to COVID-19.

Staff has also written a draft *Emergency Telecommuting Policy*. This policy addresses the responsibilities of employees while working from home in an emergency such as Governor Newsom's current shelter in place order to combat COVID-19. (Taylor/McNeil)

Action: Approve New Employment Policies

6-C. Proposed FY 2020-21 Member Assessment Fees

Summary: : Madera County's participation in the Valley Voice program is crucial to the Valley effort as it not only allows Madera a seat at the table but also allows Madera to be seen and heard; especially recognizing that Madera is a self-help county allowing leveraging opportunities. The Valley Voice effort has been successful, and Madera County has benefited from its establishment. If the Policy Board wishes not to participate, the disadvantage would be that Madera would not be visible and perhaps lose a seat at the table with the other Valley Counties. Unfortunately, there are no MCTC Federal or State funding sources that can be utilized for lobbying activities.

In order to actively participate in the Valley Voice programs, staff recommends continuing Member Assessment Fees in the 2020-21 Budget process on a per capita basis in the amount of \$37,000.

Included in your package is a copy of the proposed 2020-21 Member Assessment Fees Schedule that identifies the proportional amount that each member agency would be requested to pay for the Valley Voice effort.

| Proposed Member Assessment Fee Schedule | | | |
|---|-------------------------------------|---------|------------------------|
| FY 2020-21 Member Assessment Fee (Valley Voice) | | | |
| Member | DOF (E-1) Population 05/01/19 | Percent | Proportional Amount |
| Chowchilla | 12,329 | 7.99% | \$ 2,956 |
| Madera | 66,225 | 41.38% | \$ 15,311 |
| County | 80,340 | 50.63% | \$ 18,733 |
| | 158,894 | 100.00% | \$ 37,000 |

(McNeil)

Action: Approve proposed 2020-21 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget.

7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

7-A. FY 2020-21 Overall Work Program and Budget, Resolution 20-03

Summary: Included in your package are the 2020-21 MCTC Overall Work Program Table of Contents and Line Item Budget. The document is available to review in its entirety at <http://www.maderactc.org/projects/overall-work-program/>.

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/operation are comparable of other Metropolitan Planning Organizations and Transportation Authorities and 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

(Taylor)

Action: Approve FY 2020-21 Overall Work Program and Line Item Budget – Resolution 20-03

7-B. FY 2019-20 Overall Work Program and Budget Amendment No. 3

Summary: Included in your package is a 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 \$2,004,439 (an increase of \$10,000 from previously amended budget). The amendment reflects the final allocations of the federal CPG grant, adds funds for Measure T public outreach, and adjusts for actual costs versus budgeted costs regarding work hours.

The amendment is recognized in the following categories:

Revenues – (Increase \$10,000)

- FHWA PL – increase \$2,390
- FHWA PL Carryover – decrease \$2,389
- FTA 5303 – increase \$3,892
- FTA 5303 Carryover – decrease \$3,892
- TDA Carryover – decrease \$371
- MCTA – increase \$10,370

Other Direct Costs – (Increase \$10,000)

- Public Participation Program – increase \$10,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 110 – Regional Planning Database; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public

Transportation; 151 – Alternative Transportation Activities; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 910 – MCTA Administration. (McNeil)

Action: Approve FY 2019-20 Overall Work Program and Budget Amendment No. 3

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

8. AUTHORITY– CONSENT ITEMS

None

9. AUTHORITY – ACTION/DISCUSSION ITEMS

None

OTHER ITEMS

10. Miscellaneous

10-A Items from Caltrans

10-B Items from Staff

10-C Items from Commissioners

11. Adjournment