

MEETING NOTICE

Date: Wednesday, June 21, 2017
Time: 3:00 P.M.
Place: Madera County Transportation Commission
 Conference Room
 2001 Howard Road, Suite 201
 Second Floor – Citizens Business Bank Bldg.

Agenda

Item	Description	Enclosure	Action
MCTC sitting as the Transportation Policy Committee			
I.	PLEDGE OF ALLEGIANCE		
II.	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.		
III.	TRANSPORTATION CONSENT ITEMS All items on the consent agenda are considered to be routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.		
A.	2017-18 Unmet Transit Needs – Final Report	No	Info/Disc
B.	Caltrans Request for Potential State Highway Operation and Protection Program (SHOPP) Projects	Yes	Info/Disc
C.	Caltrans Director, May 24, 2017, Letter to U.S. Representative Jim Costa Regarding SR 99	Yes	Info/Disc
D.	SB 1 Implementation Program: Active Transportation Program	Yes	Info/Disc
E.	Request to acknowledge clerical error in Resolution 17-02	Yes	Acknowledge
F.	Low Carbon Transit Operations Program (LCTOP) Authorized Agent and Certifications and Assurances – Resolution 17-07	Yes	Approve
G.	San Joaquin Valley SR 99/I-5 Goods Movement Corridor Study Final Report	Web Link	Approve
H.	Senate Bill 1 Planning Grants Workshop Announcement	No	Info/Disc

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

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|----|---|---------|-----------|
| A. | Public Hearing: 2017 Federal Transportation Improvement Program – Resolution 2016-12 Amendment No. 5 | Yes | Approve |
| B. | Addendum Environmental Impact Report – Amendment No. 1 and 2014 Madera County Regional Transportation/Sustainable Communities Strategy - Resolution 14-07 | Yes | Approve |
| C. | SR99/Avenue 12 Interchange – Project Update | Handout | Info/Disc |

MCTC Sitting as the Madera County Transportation Commission

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| V. | REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE | No | Reaffirm |
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VI. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered to be 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.

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| A. | Executive Minutes of May 17, 2017 | Yes | Approve |
| B. | Transportation Development Act (LTF) – Allocations, LTF Resolution 16-10 Amendment No.4 | Yes | Approve |

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

- A. None

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered to be 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.

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| A. | Draft FY 2017/18 Annual Work Program | Yes | Info/Disc |
| B. | Self-Help Counties Coalition Focus on the Future Conference | Yes | Info/Disc |

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

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| A. | Caltrans Excellence in Partnering Award | Yes | Info/Disc |
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X. Miscellaneous

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| A. | Items from Caltrans | No | Info/Disc |
| B. | Items from Staff | No | Info/Disc |
| C. | Items from Commissioners | No | Info/Disc |

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| XI. | CLOSED SESSION | No | |
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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

No

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

Annotated Agenda

Madera County Transportation Commission June 21, 2017 Meeting

I. Pledge of Allegiance

II. PUBLIC COMMENT

III. TRANSPORTATION CONSENT ITEMS

A. 2017-18 Unmet Transit Needs – Final Report

Summary: 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 will be 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. (Davies)

Action: Information and Discussion

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

Summary: 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. (Findley)

Action: Information and Discussion

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

Summary: 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 (see attached). Caltrans is exploring options to alleviate the congestion and safety issues along SR 99 in Madera County. (Taylor)

Action: Information and Discussion. Direction may be Provided.

D. SB 1 Implementation: Active Transportation Program

Summary: 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. (*Ebersole*)

Action: Information and Discussion

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

Summary: 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
(*Ebersole*)

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

Summary: 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. These forms must be approved by Board resolution. (*Ebersole*)

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

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

Summary: 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 is 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>

(Stone)

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

H. Senate Bill 1 Planning Grants Workshops Announcement

Summary: 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>

* Webcast live for participants whom are unable to attend in person at:
http://ctmedia.dot.ca.gov/webcast/live/live_event.asp?tream=calsta

Action: Information and Discussion

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

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

Summary:

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 are welcomed at the hearing, or may be 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

(Findley)

Action: Approve the Madera County 2017 FTIP Resolution 16-12 Amendment No. 5

B. Addendum Environmental Impact Report – Amendment No. 1 and 2014 Madera County Regional

Transportation/Sustainable Communities Strategy - Resolution 14-07

Summary: 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. (Stone)

Action: Adopt Addendum to Environmental Impact Report and Approve Amendment Number 1 to the 2014 Madera County Regional Transportation/Sustainable Communities Strategy– Resolution 14-07 Amendment No.1.

C. SR99/Avenue 12 Interchange – Project Update

Summary: 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. *(Taylor)*

Action: Information and Discussion Only

VI. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes of May 17, 2017

Summary: A copy of the May 17, 2017 Executive Minutes are included in your package.

Action: Approve Executive Minutes of May 17, 2017

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

Summary: Madera County has 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. *(McNeil)*

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

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. None

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

A. Draft FY 2017/18 Annual Work Program

Summary: 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. *(McNeil)*

Action: Information and Discussion

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

Summary: 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 *(Taylor)*

Action: Information and Discussion

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

A. Caltrans Excellence in Partnering Award

Summary: 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. *(Taylor)*

Action: Information and Discussion

X. Miscellaneous

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

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

Madera County Transportation Commission SHOPP Request - 5/19/17

MPO	District	State Route	Project Description	Estimated Total Cost	Estimated Local Match	Agency	Agency Contact	Telephone	E-Mail	Notes
MCTC	6	145	ADA improvements along SR 145 in the City of Madera			City of Madera	Ellen Bitter	(559) 661-5472	ebitter@cityofmadera.com	There is no specific project identified in the City's Capital Improvement nor Project Scoping resources. Matching funds are subject to Council approval; Staff would be supportive of partnering/matching within identified priorities subject to available funding.
MCTC	6	145	Crossing safety improvements at SR 145 and Gary - This might include worm island and enhanced flashers, etc.			City of Madera	Ellen Bitter	(559) 661-5472	ebitter@cityofmadera.com	There is no specific project identified in the City's Capital Improvement. Matching funds are subject to Council approval; Staff would be supportive of partnering/matching within identified priorities subject to available funding.
MCTC	6	145	Crossing safety improvements at/near SR 145 and Vineyard - This might include island and enhanced flashers, etc.			City of Madera	Ellen Bitter	(559) 661-5472	ebitter@cityofmadera.com	There is no specific project identified in the City's Capital Improvement. Matching funds are subject to Council approval; Staff would be supportive of partnering/matching within identified priorities subject to available funding.
MCTC	6	145	Overlay of SR 145 in the City of Madera			City of Madera	Ellen Bitter	(559) 661-5472	ebitter@cityofmadera.com	The additional projected resources in the SHOPP program should allow the State to better address maintenance of State Highways that are not focus routes.
MCTC	6	145	Operational/channelization improvements at the intersection of SR 145 and Tozer. Intersection needs study.			City of Madera	Ellen Bitter	(559) 661-5472	ebitter@cityofmadera.com	Certain deficiencies have been observed at this location. City lacks resources to complete an analysis and make recommendations. Matching funds are subject to Council approval; Staff would be supportive of partnering/matching subject to funding availability.
MCTC	6	145	Complete Streets improvements along SR 145 corridor for walkability/bikeability in the City of Madera			City of Madera	Ellen Bitter	(559) 661-5472	ebitter@cityofmadera.com	There is no specific project identified in the City's Capital Improvement nor Project Scoping Resources at this time. Matching funds are subject to Council approval; Staff would be supportive of partnering/matching subject to funding availability.
MCTC	6	41	Oakhurst Mid-town Connector: A portion of the project includes intersection improvements at SR 41 and Teddy Bear Lane, which will include signal installation and associated improvements such as sidewalks, bike lanes, etc.	\$ 1,500,000	\$1,000,000 - Measure T	County of Madera	Jared Carter	(559) 675-7811	jcarter@co.madera.ca.gov	The estimated cost for this portion of the overall project is \$1M-\$1.5M, which is currently identified to be funded by Measure T. There is a good possibility that the cost of the improvements on the state route may require additional funding. This project represents an opportunity for Caltrans to partner with the local agency with SHOPP dollars.
MCTC	6	41	SR 41 from Fresno River to Road 222: This segment of SR 41 is in a state of severe distress and is in need of rehabilitation.			County of Madera	Jared Carter	(559) 675-7811	jcarter@co.madera.ca.gov	While there are currently no funds designated for this proposed project, it is certainly a project for Caltrans to consider given the purpose of the SHOPP Program.
MCTC	6	233	ADA improvements along SR 233 in the City of Chowchilla			City of Chowchilla	Jason Rogers	(559) 665-8615	jrogers@cityofchowchilla.org	
MCTC	6	233	Overlay of SR 233 in the City of Chowchilla			City of Chowchilla	Jason Rogers	(559) 665-8615	jrogers@cityofchowchilla.org	The completion of an overlay project and associated improvements along SR 233 in the City of Chowchilla could also assist with the persistent flooding that occurs.
MCTC	6	99/233	Alternatives for SR 99/233 Interchange Improvement Project		\$1,200,000 - Measure T	City of Chowchilla	Jason Rogers	(559) 665-8615	jrogers@cityofchowchilla.org	
MCTC	6	99/233	Pedestrian/Bicycle overcrossing improvements SR 99/233		Potential Measure T	Madera County Transportation Commission	Patricia Taylor	(559) 675-0721	patricia@maderactc.org	Construction of a new pedestrian/bicycle facility over SR 99 parallel to SR 233 in conjunction with a larger SR 99/233 Interchange Improvement Project. Local Measure T funds may be available for this project.
MCTC	6	233	Complete Streets improvements along SR 233 corridor for walkability/bikeability in the City of Chowchilla		Potential Measure T	Madera County Transportation Commission	Patricia Taylor	(559) 675-0721	patricia@maderactc.org	Construction of Complete Streets improvements along SR 233 (Robertson Boulevard) in the City of Chowchilla. Issues regarding palm tree clean up along SR 233 could also be addressed with this project. Local Measure T funds may be available for this project.

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

[Return to Agenda](#)



*Serious Drought.
Serious drought.
Help save water!*

May 24, 2017

The Honorable Jim Costa
U.S. Representative
U.S. House of Representatives
1314 Longworth House Office Building
Washington, DC 20515

Dear Congressman Costa:

Thank you for your recent letter and continued dialogue regarding congestion issues on State Route (SR) 99 in Madera County. SR 99 is vital for intraregional and interregional travel in California's Central Valley and provides direct access for commercial trucking year round. I understand that significant bottlenecks have developed along this route, and I share your concerns that portions of SR 99 must be widened and improved to mitigate congestion.

Improving SR 99 continues to be a priority for the California Department of Transportation (Caltrans). Caltrans has and will continue to work with key stakeholders to mitigate congestion on this route. As an example, during the 2016 State Transportation Improvement Program (STIP) cycle, the SR 99 widening project was scheduled to be deprogrammed due to a decrease in gas tax revenues. However, the Madera County Transportation Commission worked with Caltrans to fund the design and right-of-way phase for this project to keep it moving forward.

Caltrans is currently researching a potential interim widening project as the first phase of the larger widening project that runs from Ave 12 to Ave 17 (five miles). The shorter interim project would convert 1.7 miles of a four-lane freeway to a six-lane freeway in the City of Madera (specifically, 0.2 miles north of Gateway Dr. Overcrossing to the Fresno River Bridge, which is 0.4 miles south of Cleveland Ave. Overcrossing) by utilizing the existing widened pavement that was completed under the design-build project to rehabilitate the pavement. The interim project would also add approximately 0.25 miles of taper at both ends of project.

Caltrans preliminarily estimates that it would need approximately \$2,600,000 of Interregional Transportation Improvement Program (ITIP) funding to convert this section through Madera to six-lanes, which would be considerably less expensive than a larger five-mile project. Caltrans would complete SR 99 widening from Ave. 12 to Ave. 17 in a subsequent phase.

The Honorable Jim Costa
May 24, 2017
Page 2

At the federal level, in late December 2016, members of the transition team for then President-elect Donald Trump asked the National Governor's Association (NGA) to reach out to governors for examples of priority infrastructure projects that may be incorporated into a future infrastructure investment program.

In response to the NGA's request, the California State Transportation Agency (CalSTA) reached out to our transportation partners across California inviting each major region to submit two to three projects that met the criteria. As anticipated, we received a large number of projects, most of which have been recognized through previous public outreach processes. The list was reviewed and refined based on the shovel-readiness of the projects combined with submittals for other state water and energy projects. Ultimately, California submitted its initial list of 51 projects to the NGA on February 7, 2017. Fortunately, the SR 99 projects met the criteria for inclusion on the initial project list sent to the NGA.

Additionally, on January 24, 2017, President Trump issued Executive Order 13766, offering states an opportunity to submit "High Priority" infrastructure projects to the White House Council on Environmental Quality (CEQ) for consideration of expedited environmental reviews and approvals. Thus, we reviewed the list of projects submitted to the NGA to determine which of these projects are still in some level of federal environmental review, and for which California might seek expedited review by federal agencies. Again, the SR 99 projects were included in California's request for consideration for expedited environmental reviews and approvals.

We will continue to keep your office apprised. Your continued support is greatly appreciated, and we look forward to continuing to partner with you to address and expedite the safety issues on this important stretch of highway.

Sincerely,



MALCOLM DOUGHERTY
Director

c: Senator Anthony Canella, 12th District
Senator Tom Berryhill
Assembly Member Linda Halderman, M.D.
Assembly Member Frank Bigelow
Madera County Board of Supervisors
Madera County Transportation Commission

Draft 2017 Active Transportation Program Augmentation Guidelines

These guidelines are the policies and procedures specific to the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the Active Transportation Program (ATP) – hereby known as the 2017 ATP Augmentation. The California Transportation Commission (Commission) is statutorily required to adopt the guidelines and selection criteria for and define the types of projects eligible to be funded through the ATP.

I. Authority and Purpose

Senate Bill (SB) 1, signed by the Governor on April 28, 2017, directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in the 2017-18 fiscal year. The following policies and procedures address the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the ATP. Unless otherwise expressly modified by statute or these guidelines, the Commission will follow the 2017 ATP Guidelines at [http://catc.ca.gov/programs/ATP/2017/Final Adopted 2017 ATP Guidelines.pdf](http://catc.ca.gov/programs/ATP/2017/Final_Adopted_2017_ATP_Guidelines.pdf).

II. Funding and Programming Years

The 2017 ATP Augmentation is funded from the approximately \$200 million allocated from the Road Maintenance and Rehabilitation Account to the ATP in fiscal years 2017-18 and 2018-19. **The Road Maintenance and Rehabilitation Account funds are state funds. Therefore, projects funded in the 2017 ATP Augmentation do not need to be federal-aid eligible.** The initial programming capacity for the 2017 ATP Augmentation program is in fiscal years 2017-18 and 2018-19. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19.

III. Distribution

The funding available for the 2017 ATP Augmentation will be distributed into the Statewide Component, the Small Urban & Rural Component, and the Metropolitan Planning Organization (MPO) Component, in the same manner as specified in Section II (5) of the 2017 ATP Guidelines. The 2017 ATP Augmentation Fund Estimate must indicate the funds available for each of the program components.

IV. Schedule

The following schedule lists the major milestones for the development and adoption of the 2017 ATP Augmentation:

Guidelines Development Workshop	June 9, 2017
2017 ATP Augmentation Guidelines presented to Commission	June 28, 2017
Commission hearing and adoption of 2017 ATP Augmentation Guidelines	June 28, 2017
Call for Projects	June 30, 2017
Project submittals to Commission (postmark date)	August 1, 2017
Staff recommendation for Statewide and Small Urban & Rural Components posted	August 31, 2017
MPO project programming recommendations to Commission	September 29, 2017
Commission adopts 2017 ATP Augmentation - Statewide and Small Urban & Rural Components	October 18-19, 2017
Commission adopts 2017 ATP Augmentation - MPO Component	December 6-7, 2017

V. Project Eligibility

Funding for the 2017 ATP Augmentation will only be available to:

- Projects programmed in the adopted 2017 ATP that can be delivered earlier than currently programmed
- Projects that applied for funding in the 2017 ATP but were not selected for funding

Projects that were awarded funds in 2017 ATP will remain in the component from which they were originally funded. In other words, a 2017 ATP project awarded funding from the Small Urban & Rural Component will remain in that component and a 2017 ATP project awarded funding from the MPO Component will remain in that component.

A. Statewide and Small Urban & Rural Components

- 1) Projects that were awarded funds in the 2017 ATP Statewide and Small Urban & Rural Components may apply to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years.
- 2) Projects that applied for funding in the 2017 ATP but were not selected for funding.

Scores can be found at the following link:

http://www.catc.ca.gov/programs/ATP/2017/Final_Scores_2017/2017_ATP_All_Score_Score_Order_rev.pdf.

In the event Commission staff determines that there are not enough viable projects submitted in the 2017 ATP to fully utilize the funds available in the Statewide and/or Small Urban & Rural Components of the 2017 ATP Augmentation, the Commission may elect to hold a 2017 ATP Augmentation supplemental call for projects.

B. MPO Component

- 1) Projects that were awarded funds in the 2017 ATP MPO Component may apply to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years.
- 2) Projects on the MPO 2017 ATP contingency list.

In the event an MPO determines that there are not enough viable projects from their 2017 ATP MPO contingency list to fully utilize the funds available in their 2017 ATP Augmentation component, the MPO may hold a 2017 ATP Augmentation supplemental call for projects. An MPO making such a determination must, by August 31, 2017 submit a letter signed by the Chief Executive Officer explaining the basis for the determination. A supplemental MPO call for projects must utilize that MPO's 2017 ATP guidelines. Recommendations for funding, along with copies of all applications received, must be submitted to the Commission by September 29, 2017.

VI. Project Selection Process

All projects applying for funding in the 2017 ATP Augmentation, including projects with no change to the schedule or funding plan, must submit the following supplemental application material.

A. Supplemental Application Material

- 1) Updated Schedule and Funding Plan

Each applicant must submit a Project Programming Request Form. A template of this form in Excel may be found at www.dot.ca.gov/hq/transprog/ocip/2016stip.htm. The Project Programming Request Form must list Federal, State, and local funding categories by fiscal year, and must include an updated schedule (project milestones). The applicant must also include documentation that the availability of all other funds committed to the project are consistent with the updated schedule, i.e. the project must still be fully funded.

2) Authorization Letter

Each applicant must submit a letter, signed by the Chief Executive Officer or other officer authorized by the applicant's governing board, confirming that the project can be delivered in the time frame proposed in the updated Project Programming Request and that the project is still fully funded.

B. Criteria and Evaluation

- 1) Projects will be selected for the 2017 ATP Augmentation based on the project's 2017 ATP score and project deliverability according to the following priority order.
 - a. Projects that can deliver all components in 2017-18 and 2018-19.
 - b. Projects that can deliver one or more but not all of their components in 2017-18 and 2018-19. The capacity to program all components of these projects will depend on fiscal year 2019-20 and 2020-21 programming capacity becoming available as previously programmed projects are advanced.
 - c. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19. Therefore, other projects that applied for funding in the 2017 ATP (those that cannot deliver one or more of their project components in the 2017-18 or 2018-19 programming years) may compete for funding in the 2017 Augmentation.
- 2) As potential applicants review their projects schedules when they consider applying for the 2017 ATP Augmentation they should keep in mind that most of the available funding will be in fiscal years 2017-18 and 2018-19. Therefore, projects that can be delivered using these earlier year funds are more likely to be successful in the 2017 ATP Augmentation.

C. Submittal of Supplemental Application Material

Supplemental application material must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Project applications should be addressed or delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

The Commission will consider only projects for which five hard copies and one electronic copy of the aforementioned supplemental material are submitted postmarked by the appropriate deadline. By the same date, an additional copy must also be sent to the Regional Transportation Planning Agency or County Transportation Commission within which the project is located and to the Metropolitan Planning Organization (a contact list can be found at www.dot.ca.gov/hq/tpp/offices/orip/).

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

In the matter of)	Resolution No. <u>17-02</u>
PUBLIC TRANSPORTATION)	Amendment No. 1
MODERNIZATION,)	
IMPROVEMENT, AND SERVICE)	
ENHANCEMENT ACCOUNT)	
2008/09 and 2009/10 PROJECT)	
ALLOCATION)	
<u>REQUESTS LISTING</u>)	

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding in the amount of \$4 billion to be desposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); and

WHEREAS, the State Controller’s Office received an appropriation of \$3.6 billion for allocation to eligible agencies under the State Transit Assistance (STA) pursuant to Public Utilities Code (PUC) 99314, 99314.3 and 99313; and

WHEREAS, the MCTC is the eligible project sponsor for Madera County as specified by GC 8879.55(h)(2); and

WHEREAS, GC 8879.55(h)(1) specifies that projects funded by the PTMISEA be consistent with the project sponsor’s most recently adopted short-range transit plan, or other publicly-adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements; and

WHEREAS, the PTMISEA guidelines indicate that a certified board endorsement is sufficient to meet the programming requirement of GC 8879.55(h)(1);

NOW, THEREFORE, BE IT RESOLVED, that the MCTC does hereby adopt the following list of PTMISEA projects for FY 2008/2009 and 2009-2010 and authorize project allocation requests to be submitted for the listed projects in the total amount of \$33,543:

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- 1. City of Chowchilla – CATX Facility Improvements - \$2,599
- 2. City of Madera – New Transit Facility - \$13,763
- 3. County of Madera – Madera County Park and Ride Lots \$17,181

The foregoing resolution was adopted this 17th day of May, 2017 by the following vote:

Commissioner Ahmed voted:	<u>yes</u>
Commissioner Frazier voted:	<u>absent</u>
Commissioner Medellin voted:	<u>yes</u>
Commissioner Oliver voted:	<u>yes</u>
Commissioner Rodriguez voted:	<u>absent</u>
Commissioner Wheeler voted:	<u>absent</u>
Alternate Commissioner Rogers	<u>yes</u>

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of) Resolution No. 17-07
AUTHORIZATION FOR THE)
EXECUTION OF THE)
CERTIFICATIONS AND)
ASSURANCES AND AUTHORIZED)
AGENT FORMS FOR THE LOW)
CARBON TRANSIT OPERATIONS)
PROGRAM (LCTOP))

WHEREAS, the Madera County Transportation Commission (MCTC) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the MCTC wishes to delegate authorization to execute these documents and any amendments thereto to Patricia Taylor, Executive Director,

NOW, THEREFORE, LET IT BE RESOLVED by the MCTC that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

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1 **NOW, THEREFORE, BE IT FURTHER RESOLVED** that Patricia Taylor,
2 Executive Director be authorized to execute all required documents of the LCTOP program and any
3 Amendments thereto with the California Department of Transportation:
4

5 The foregoing resolution was adopted this 21st day of June, 2017 by the following vote:
6

7 Commissioner Wheeler voted: _____

8 Commissioner Rodriguez voted: _____

9 Commissioner Frazier voted: _____

10 Commissioner Oliver voted: _____

11 Commissioner Medellin voted: _____

12 Commissioner Ahmed voted: _____

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19 Chairman, Madera County Transportation Commission

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23 Executive Director, Madera County Transportation Commission

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MEMORANDUM

ITEM IV- A

DATE: June 21, 2017

TO: MCTC Policy Board

FROM: Jeff Findley, Senior Regional Planner
Madera County Transportation Commission

RE: PUBLIC HEARING: 2017 Federal Transportation Improvement Program Amendment No. 5 - Resolution 2016-12 - ITEM IV A

I. Requested Action:

Conduct public hearing and receive testimony for the 2017 FTIP Amendment No. 5 – Resolution 2016-12 at a regular meeting on June 21, 2017 at 3:00 p.m. to consider approval of the amendment.

II. Summary:

**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 are welcomed at the hearing, or may be 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

IV. Fiscal Impact:

No fiscal impact to the MCTC FY 2016/17 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

DATE: June 7, 2017

TO: Interagency Consultation Partners and Public

FROM: Jeff Findley, Senior Regional Planner

RE: **Availability of Draft Amendment No. 5 to the 2017 FTIP for Interagency Consultation and Public Review**

The Madera County Transportation Commission (MCTC) is proposing a Formal Amendment (Type 3) to its federally approved 2017 Federal Transportation Improvement Program (FTIP). The 2017 FTIP is the programming document that identifies four years (FY 16/17, FY 17/18, FY 18/19 and FY 19/20) of federal, state and local funding sources for projects in Madera County.

Draft Amendment No. 5 to the 2017 FTIP modifies the scope, schedule, and/or cost of federally funded projects as indicated in Attachment 1.

Documentation associated with this amendment is provided as indicated below:

- **Project List:** Attachment 1 includes a summary of programming changes that result from Amendment No. 5 to the 2017 FTIP. The project and/or project phases are consistent with the 2014 Regional Transportation Plan (RTP), which was adopted by MCTC on July 23, 2014. The attachment also includes the CTIPs printouts for the project changes to the 2017 FTIP via Amendment No. 5.
- **Updated Financial Plan:** Attachment 2. The Financial Plan from the 2017 FTIP has been updated to include the project list as provided in Attachment 1. The financial plan confirms that, with this amendment, the 2017 FTIP remains financially constrained.
- **Conformity Requirements:** The proposed project changes 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.

In addition, the projects and/or project phases contained in Amendment No. 5 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).

- Public Involvement: Attachment 3 includes the Draft Public Notice and Adoption Resolution.

The public review and comment period is open for 7 days commencing on June 7, 2017 and ending on June 14, 2017. A public hearing will be held on June 21, 2017 at 3:00 p.m.; comments are due by June 14, 2017 at 3:00 p.m. These documents can also be viewed on the MCTC website at <http://www.maderatctc.org>.

The MCTC Board of Directors will consider the adoption of Amendment No. 5 to the 2017 FTIP on June 21, 2017 at 3:00 p.m. The meeting will be at the address noted above.

In conclusion, the 2017 FTIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable SIPs.

If you have any questions or would like to submit comments, please contact Jeff Findley at (559) 675-0721 or jeff@maderactc.org.

ATTACHMENT 1
PROJECT LISTING

Summary of Changes

MCTC 2017 FTIP Amendment No. 5 (Formal, Type 3)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	CTIPS Fund Source	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
NEW	MAD 406005 221-0000-0392	SHOPP Program - Grouped Projects for Emergency Response	COST INCREASE	PE	SHOPP AC	\$0	\$2,278,000	17/18	SHOPP AC	\$2,278,000	\$2,278,000	New Grouped Project Listing for Emergency Response Projects - Per Caltrans New SHOPP Project List 5/17
					Local	\$0	\$0	17/18	Local	\$0		
			COST INCREASE	ROW	SHOPP AC	\$0	\$49,000	17/18	SHOPP AC	\$49,000	\$49,000	New Grouped Project Listing for Emergency Response Projects - Per Caltrans New SHOPP Project List 5/17
					Local	\$0	\$0	17/18	Local	\$0		
			COST INCREASE	CON	SHOPP AC	\$0	\$26,871,000	17/18	SHOPP AC	\$26,871,000	\$26,871,000	New Grouped Project Listing for Emergency Response Projects - Per Caltrans New SHOPP Project List 5/17
					Local	\$0	\$0	17/18	Local	\$0		

	17/18	18/19	19/20	Totals
SHOPP AC	\$29,198,000	\$0	\$0	\$29,198,000
Local	\$0	\$0	\$0	\$0
Total	\$29,198,000	\$0	\$0	\$29,198,000

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

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0392	TITLE (DESCRIPTION): SHOPP Emergency Response Program (Grouped Projects for Emergency Response - Major Damage Restoration, Permanent Restoration 201.131 - SHOPP Emergency Response Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 category - Repair damage caused by natural disasters, civil unrest, or terrorist acts.))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD406005		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/30/2017	JFINDLEY	Amendment - New Project	5	26,871,000	49,000	2,278,000

		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Emergency Response -										
* Fund Source 1 of 1	PE			2,278,000						2,278,000
* Fund Type: SHOPP Advance Construction (AC)	RW			49,000						49,000
* Funding Agency: Caltrans	CON			26,871,000						26,871,000
	Total:			29,198,000						29,198,000

Comments:
***** Version 1 - 05/25/2017 *****

New Grouped Project Listing

ATTACHMENT 2
FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Madera County Transportation Commission
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

FUNDING SOURCE	NOTES	4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	
LOCAL	Sales Tax									
	City									
	County									
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds	\$6,259	\$6,259	\$7,706	\$7,706	\$7,468	\$7,468	\$2,904	\$2,904	\$24,337
	County General Funds	\$852	\$852	\$1,191	\$1,191	\$2,347	\$2,347	\$1,043	\$1,043	\$5,433
	City General Funds	\$5,407	\$5,407	\$6,515	\$6,515	\$5,121	\$5,121	\$1,861	\$1,861	\$18,904
	Street Taxes and Developer Fees									
RSTP Exchange funds										
Transit										
Transit Fares										
Other (See Appendix 1)										
Local Total		\$6,259	\$6,259	\$7,706	\$7,706	\$7,468	\$7,468	\$2,904	\$2,904	\$24,337
REGIONAL	Tolls									
	Bridge Corridor									
	Regional Sales Tax	\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
	Regional Gas Tax/Measure									
Other (See Appendix 2)										
Regional Total		\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$3,246	\$3,246	\$7,265	\$36,463	\$4,444	\$4,444	\$22,215	\$22,215	\$66,368
	SHOPP	\$3,246	\$3,246	\$7,265	\$36,463	\$4,444	\$4,444	\$22,215	\$22,215	\$66,368
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	STIP	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)	\$379	\$379							\$379
Active Transportation Program ¹										
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹	\$268	\$268	\$1,816	\$1,816			\$658	\$658	\$2,742	
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix 3)										
State Total		\$12,484	\$12,484	\$9,201	\$38,399	\$4,564	\$4,564	\$24,418	\$24,418	\$79,865
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	\$2,222	\$2,222	\$1,314	\$1,314	\$1,452	\$1,452	\$1,597	\$1,597	\$6,585
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas	\$691	\$691	\$444	\$444	\$464	\$464	\$608	\$608	\$2,207
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants	\$468	\$468	\$320	\$320			\$363	\$363	\$1,151
	FTA Transfer from Prior FTIP									
Other (See Appendix 4)										
Federal Transit Total		\$3,381	\$3,381	\$2,078	\$2,078	\$1,916	\$1,916	\$2,568	\$2,568	\$9,943
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$2,472	\$2,472	\$2,555	\$2,555	\$2,589	\$2,589	\$1,928	\$1,928	\$9,544
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program	\$50	\$50			\$11,434	\$11,434			\$11,484
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)	\$311	\$311							\$311
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
Nationally Significant Freight and Highway Projects										
Projects of National/Regional Significance										
Public Lands Highway										
Railway-Highway Crossings										
Recreational Trails Program			\$261	\$261					\$261	
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGR/RSTP)										
Other (see Appendix 5)										
Federal Highway Total		\$2,833	\$2,833	\$2,816	\$2,816	\$14,023	\$14,023	\$1,928	\$1,928	\$21,600
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)									
	Federal Railroad Administration Total									
Federal Total		\$6,214	\$6,214	\$4,894	\$4,894	\$15,939	\$15,939	\$4,496	\$4,496	\$31,543
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
Innovative Financing Total										
REVENUE TOTAL		\$26,476	\$26,476	\$27,591	\$56,789	\$27,971	\$27,971	\$31,818	\$31,818	\$143,054

Financial Summary Notes:
¹ State Programs that include both state and federal funds

TABLE 2: PROGRAMMED

Madera County Transportation Commission
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	
LOCAL	Local Total	\$6,259	\$6,259	\$7,706	\$7,706	\$7,468	\$7,468	\$2,904	\$2,904	\$24,337
REGIONAL	Tolls									
	Bridge Corridor									
	Regional Sales Tax Regional Gas Tax/Measure	\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
	Other (See Appendix A)									
	Regional Total	\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$3,246	\$3,246	\$7,265	\$36,463	\$4,444	\$4,444	\$22,215	\$22,215	\$66,368
	SHOPP	\$3,246	\$3,246	\$7,265	\$36,463	\$4,444	\$4,444	\$22,215	\$22,215	\$66,368
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	STIP	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹	\$379	\$379							\$379
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹	\$268	\$268	\$1,816	\$1,816			\$658	\$658	\$2,742
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix B)										
	State Total	\$12,484	\$12,484	\$9,201	\$38,399	\$4,564	\$4,564	\$24,418	\$24,418	\$79,865
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	\$2,222	\$2,222	\$1,314	\$1,314	\$1,452	\$1,452	\$1,597	\$1,597	\$6,585
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas	\$691	\$691	\$444	\$444	\$464	\$464	\$608	\$608	\$2,207
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants	\$468	\$468	\$320	\$320			\$363	\$363	\$1,151
	FTA Transfer from Prior FTIP									
Other (See Appendix C)										
	Federal Transit Total	\$3,381	\$3,381	\$2,078	\$2,078	\$1,916	\$1,916	\$2,568	\$2,568	\$9,943
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$2,466	\$2,466	\$2,550	\$2,550	\$2,583	\$2,583	\$1,912	\$1,912	\$9,511
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program	\$50	\$50			\$11,434	\$11,434			\$11,484
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)	\$311	\$311							\$311
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway-Highway Crossings			\$261	\$261					\$261
	Recreational Trails Program									
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)										
Other (see Appendix D)										
	Federal Highway Total	\$2,827	\$2,827	\$2,811	\$2,811	\$14,017	\$14,017	\$1,912	\$1,912	\$21,567
Other Federal Railroad Administration (see Appendix E)										
FEDERAL RAIL	Federal Railroad Administration Total									
	Federal Total	\$6,208	\$6,208	\$4,889	\$4,889	\$15,933	\$15,933	\$4,480	\$4,480	\$31,510
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix F)									
	Innovative Financing Total									
PROGRAMMED TOTAL		\$26,470	\$26,470	\$27,586	\$56,784	\$27,965	\$27,965	\$31,802	\$31,802	\$143,021

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	Prior No. 4	Current No. 5	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Regional Gas Tax/Measure Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Traffic Congestion Relief Program (TCRP)									
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) Other										
	State Total									
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway-Highway Crossings									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Other									
	Federal Highway Total	\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33

ATTACHMENT 3
PUBLIC NOTICE AND RESOLUTION

**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 are welcomed at the hearing, or may be 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

1
2 BEFORE
3 THE COMMISSIONERS OF THE MADERA COUNTY TRANSPORTATION COMMISSION
4 COUNTY OF MADERA, STATE OF CALIFORNIA
5

6
7 In the matter of) Resolution No. 16-12
8 **THE 2017 FEDERAL**) Amendment No. 5
9 **TRANSPORTATION**) Formal Amendment
10 **IMPROVEMENT PROGRAM**) Type 3
11

12
13 **WHEREAS,** the Madera County Transportation Commission (MCTC) is a Regional
14 Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal
15 designation; and
16

17 **WHEREAS,** federal planning regulations require that Metropolitan Planning Organizations
18 prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and
19

20 **WHEREAS,** Amendment #5 to the 2017 Federal Transportation Improvement Program (2017
21 FTIP) has been prepared to comply with Federal and State requirements for local projects through a
22 cooperative process between the Federal Highway Administration (FHWA), the Federal Transit
23 Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of
24 general purpose local governments and their staffs, and public owner operators of mass transportation
25 services acting through the Madera County Transportation Commission forum and general public
26 involvement; and
27

28 **WHEREAS,** Amendment #5 to the 2017 FTIP program listing is consistent with: 1) the 2014
29 Regional Transportation Plan, 2) the 2016 State Transportation Improvement Program; and 3) the
30 Corresponding Conformity Analysis; and
31

32 **WHEREAS,** Amendment #5 to the 2017 FTIP contains the MPO's certification of the
33 transportation planning process assuring that all federal requirements have been fulfilled; and
34

35 **WHEREAS,** Amendment #5 to the 2017 FTIP meets all applicable transportation planning
36 requirements per Title 23 CFR Part 450; and
37

38 **WHEREAS,** projects submitted in Amendment #5 to the 2017 FTIP must be financially
39 constrained and the financial plan affirms that funding is available; and
40

41 **WHEREAS,** Amendment #5 to the 2017 FTIP meets the transportation conformity provisions of
42 40 CFR Part 93; and
43

44 **WHEREAS,** Amendment #5 to the 2017 FTIP relies on the federally approved Air Quality
45 Conformity Determination; and
46

47 **WHEREAS,** Amendment #5 to the 2017 FTIP does not interfere with the timely implementation of
48 the Transportation Control Measures; and
49

50 **WHEREAS,** Amendment #5 to the 2017 FTIP conforms to the applicable SIPs; and
51

1 **WHEREAS**, the documents have been widely circulated and reviewed by MCTC advisory
2 committees representing the technical and management staffs of the member agencies; representatives of
3 other governmental agencies, including State and Federal; representatives of special interest groups;
4 representatives of the private business sector; and residents of Madera County consistent with public
5 participation process adopted by MCTC; and
6

7 **WHEREAS**, a public hearing was conducted on June 21, 2017 to hear and consider comments on
8 Amendment #5 to the 2017 FTIP; and
9

10 **NOW, THEREFORE, BE IT RESOLVED**, that MCTC adopts Amendment #5 to the 2017 FTIP.
11

12 **BE IT FURTHER RESOLVED**, that the MCTC finds that Amendment #5 to the 2017 FTIP is
13 in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State
14 Implementation Plans for air quality.
15

16 The foregoing resolution was adopted this 21st day of June, 2017 by the following vote:
17

18 Commissioner Rodriguez voted: _____
19 Commissioner Frazier voted: _____
20 Commissioner Wheeler voted: _____
21 Commissioner Oliver voted: _____
22 Commissioner Medellin voted: _____
23 Commissioner Ahmed voted: _____
24

25
26
27 _____
Chairman, Madera County Transportation Commission
28
29
30
31

32 _____
33 Executive Director, Madera County Transportation Commission

ATTACHMENT 4
GROUPED PROJECT AND/OR BACK UP LISTING

NEW SHOPP Back Up Listing

2017 FTIP Back-Up List for Madera County Transportation Commission - Amendment No. 5

NEW

SHOPP Emergency Response 201.131 - Grouped Projects

MPO ID	CO	EA	PPNO	Route	Description	Need for Project	Program Year	SHOPP AC
MAD 406005	Madera, Fresno, Tulare	0U950	6870	41, 49, 168, 180, 190	In Tulare, Fresno and Madera Counties at various locations. Remove dead trees to eliminate potential fall hazards	The Governor has recently declared a State of Emergency to address the vast tree mortality throughout the State. The trees have died as a result of the ongoing drought, beetle infestation, or both. The trees are being removed to eliminate potential fall hazard of the dead trees into the traveled way and reduce forest fuel. The removal of the dead trees will be in compliance with the order of the Governor to remove these dead trees as part of the State of Emergency.	17-18	\$29,198,000

MEMORANDUM

ITEM IV-B

DATE: June 21, 2017
TO: MCTC Policy Board
FROM: Dylan Stone, Regional Planning Supervisor
Madera County Transportation Commission
RE: Addendum Environmental Impact Report – Amendment No. 1 and 2014 Madera County Regional Transportation/Sustainable Communities Strategy – Resolution 14-07 Amendment No.1

I. Requested Action:

Adopt Addendum to Environmental Impact Report and Approve Amendment Number 1 to the 2014 Madera County Regional Transportation/Sustainable Communities Strategy– Resolution 14-07 Amendment No.1

II. Summary:

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.

III. Fiscal Impact:

No Impact to Fiscal Year 2016/2017 Budget

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

In the matter of) ADOPTION OF THE ADDENDUM) TO THE PREVIOUSLY CERTIFIED) ENVIRONMENTAL IMPACT) REPORT FOR THE 2014 REGIONAL) TRANSPORTATION PLAN AND) APPROVING AMENDMENT NO.1) TO THE 2014 REGIONAL) TRANSPORTATION PLAN/) SUSTAINABLE COMMUNITIES) STRATEGY)	Resolution No. <u>14-07</u> Amendment #1
---	---

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, Federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range a Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2014 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

WHEREAS, the MCTC previously certified an Environmental Impact Report for the 2014 Regional Transportation Plan in 2014 pursuant to the California Environmental Quality Act; and

WHEREAS, the 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; and

WHEREAS, a 55-day public review and comment period for the Amended 2014 RTP/SCS took place between March 17, 2017 and May 16, 2017; and

WHEREAS, the Amendment documents were available for review at the MCTC office building at 2001 Howard Road, Madera, CA 93637 or on the MCTC RTP/SCS webpage at www.maderact.org/rtpscs/; and

WHEREAS, the MCTC has prepared an Amendment to the previously adopted 2014 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS); and

1 **WHEREAS**, The Amended RTP/SCS is accompanied by an Addendum to the previously
2 certified Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act
3 (CEQA); and
4

5 **WHEREAS**, the amended RTP/SCS utilizes the same project list and Federal air quality
6 conformity findings as documented in the 2016 Federal Transportation Improvement Program and
7 Corresponding Conformity Analysis, and does not propose any changes in the RTP/SCS land use
8 scenarios; and
9

10 **WHEREAS**, The only change to the RTP/SCS is to confirm that, based on updated
11 modeling and calibration efforts undertaken in consultation with the California Air Resources Board
12 (CARB), the RTP/SCS will achieve the Greenhouse Gas reduction targets set by CARB under Senate
13 Bill 375; and
14

15 **WHEREAS**, The Addendum prepared for this Amendment confirms that no impacts beyond
16 those already analyzed and disclosed in the EIR will result and, in fact, potential impacts related to
17 Greenhouse Gases will be less than those identified in the prior EIR; and
18

19 **WHEREAS**, pursuant to State CEQA Guidelines section 15164(a), a lead agency shall
20 prepare an addendum to a previously certified EIR if some changes or additions are necessary but
21 none of the conditions described in State CEQA Guidelines section 15162 calling for preparation of a
22 subsequent EIR have occurred; and
23

24 **WHEREAS**, the MCTC has caused an Addendum to the previously certified EIR be
25 prepared, which analyzes the impacts of the 2014 Regional Transportation Plan
26 Amendment/Sustainable communities Strategy No.1;
27

28 **WHEREAS**, it has been determined that none of the circumstances identified in State CEQA
29 Guidelines section 15162 have arisen, and that an Addendum to the EIR is appropriate; and
30

31 **WHEREAS**, pursuant to State CEQA Guidelines section 15164(c), the Addendum is not
32 required to be circulated for public review; and
33

34 **WHEREAS**, the the MCTC, at a duly-noticed public meeting on June 21, 2017,
35 independently reviewed and considered the Addendum together with the previously certified EIR and
36 other documents in the record before it; and
37

38 **WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.
39

40 **NOW, THEREFORE, BE IT RESOLVED** by the MCTC Policy Board:
41

42 Section 1. The matters set forth in the recitals to this Resolution are true and correct
43 statements and by this reference incorporated herein and made findings and determinations of the
44 MCTC Policy Board.
45

46 Section 2. As the decision-making body for the the MCTC, the the MCTC has reviewed
47 and considered the information contained in the Addendum, EIR, and all supporting documentation,
48 copies of which are on file at the MCTC office and are incorporated by reference as though set forth
49 fully herein. Based on this review, the MCTC finds that the Addendum, EIR, and supporting

1 environmental documentation contain a complete, objective, and accurate reporting of those potential
2 impacts, and that these findings reflect the independent judgment and analysis of the MCTC.

3
4 Section 3. The MCTC finds that the documents have been completed in compliance
5 with CEQA. The Agency further finds that any comments received regarding the Project have been
6 examined and determined to not modify the conclusions of the EIR. The Agency further finds that
7 no additional feasible mitigation measures within the MCTC's authority are necessary to reduce the
8 environmental impacts of the Project, because all impacts are either less than significant or will be
9 mitigated to a level of less than significant through the imposition of enforceable mitigation. Finally,
10 based on the substantial evidence set forth in the record, including but not limited to the Addendum,
11 the MCTC finds that none of the conditions triggering the need for subsequent environmental review
12 have occurred. Specifically, the MCTC finds that no subsequent environmental review is required
13 pursuant to State CEQA Guidelines section 15162 because:

- 14
15 a. No substantial changes are proposed in the Project which will require major revisions of the
16 EIR due to the involvement of new significant environmental effects or a substantial increase
17 in the severity of previously identified significant effects;
18
19 b. No substantial changes have occurred with respect to the circumstances under which the
20 Project is being undertaken which will require major revisions of the EIR due to the
21 involvement of new significant, environmental effects or a substantial increase in the severity
22 of previously identified significant effects; and
23
24 c. No new information of substantial importance, which was not known and could not have
25 been known with the exercise of reasonable diligence at the time the EIR was certified,
26 shows that: (i) either the Project will have one or more new significant effects; (ii) significant
27 effects examined in the EIR will be substantially more severe; (iii) mitigation measures or
28 alternatives previously found not to be feasible would in fact be feasible and would
29 substantially reduce one or more significant effects, but the Agency declined to adopt the
30 measure or alternative; or (iv) mitigation measures or alternatives which are considerably
31 different from those analyzed in the EIR would substantially reduce one or more significant
32 effects on the environment, but the Agency declines to adopt the measure or alternative.

33
34 Section 4. The Agency hereby approves and adopts the Addendum to the EIR prepared
35 for the Project.

36
37 Section 5. The Agency hereby approves the Project.

38
39 Section 6. The documents and materials that constitute the record of proceedings on
40 which this Resolution and the above findings have been based are located at the offices of the
41 Agency.

42
43
44 The foregoing resolution was adopted this 21st day of June 2017 by the following vote:

45
46 Commissioner Ahmed voted: _____
47 Commissioner Rodriguez voted: _____
48 Commissioner Frazier voted: _____
49 Commissioner Oliver voted: _____
50 Commissioner Medellin voted: _____

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Commissioner Wheeler voted: _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



May 16, 2017

[SENT VIA EMAIL: DYLAN@MADERACTC.ORG]

Dylan Stone
Regional Planning Supervisor
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637

RE: Draft 2014 Regional Transportation Plan And Sustainable Communities Strategy Amendment #1

Dear Mr. Stone:

Thank you for the opportunity to comment on the draft 2014 Regional Transportation Plan (“RTP”) and Sustainable Communities Strategy (“SCS”) Amendment #1 (the “Amendment” or “draft Amendment”). Unfortunately, for the reasons set forth below, the Amendment does not comply with the requirements of SB 375, and thus should not be adopted by the Madera County Transportation Commission (“MCTC”). Instead, the undersigned organizations believe that the Commission should direct staff to prepare an alternative planning strategy that complies with SB 375 and that achieves the greenhouse gas reduction targets set by the California Air Resources Board (“CARB”).

A. The Public Process Related To The Amendment Is Insufficient.

Government Code § 65080(b)(2)(F) provides, in part, that each “municipal planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following:

- (i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations;

...

Here, in terms of outreach efforts, the Amendment does not set forth an adequate public participation plan, stating only that “materials regarding the upcoming workshop and Roundtable meeting have been distributed at various Town Halls conducted by Madera County Supervisors.” (Amendment, p. 2-19.)

This short statement does not demonstrate compliance with the strict outreach requirements set forth in SB 375, and MCTC has not conducted sufficient outreach to garner public input in this important regional transportation process. In fact, we believe that very few residents know that this process has even taken place. We further believe that MCTC should conduct multiple workshops throughout the County of Madera and publicize these with bilingual flyers, distributed to residents with enough time to allow residents to prepare to effectively contribute.

MCTC should also provide translation services and workshop agendas in Spanish, and create mechanisms that allow for ongoing feedback. (See Gov. Code, §§ 7293, 7295 [Bilingual Services Act].) With an over 40% Spanish speaking population in the county, we want to ensure that MCTC is effectively engaging all residents in a language they understand. By not providing interpretation services at all meetings and community outreach events, MCTC is preventing the community from effectively engaging in decision-making processes that have the potential of benefiting them the most.

Finally, we do not believe that holding a workshop at Madera Ranchos constitutes a public workshop accessible to all residents, and we recommend that additional workshops be planned and organized to take input and participation of residents. Additional workshops in accessible locations will allow for fruitful discussions about long-term sustainable solutions for Madera County.

B. The Amendment Does Not Adequately Set Forth A Forecasted Development Pattern To Reduce Greenhouse Gas Emissions.

A sustainable communities strategy must, among other things, “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.” (Gov. Code § 65080(b)(2)(B).)

The Amendment does not set forth such a development pattern. Instead, it describes in summary fashion revisions to the forecasting model utilized by MCTC in the 2014 RTP/SCS. Specifically, the Amendment states that MCTC staff began an analysis following adoption of the 2014 RTP/SCS, and concluded that “tools used by MCTC for the adopted 2014 RTP/SCS to account for GHG emissions could be enhanced to greatly improve accuracy in the reporting of emission results, particularly for the 2013/2014 forecasting model.” (p. 1-2.) The Amendment further states that “[a]n extensive effort was undertaken to review the input data used in the transportation model. (*Id.*)

This effort was apparently focused on revisions to the model that would show a reduction in GHG emissions that met the CARB’s 5% reduction target. In fact, the Amendment states as much, acknowledging that staff focused on the base and comparison years – in an effort to develop a model that showed higher emissions for those years such that reductions were easier to achieve. (*See* pp. 1-3 [“The bulk of the MCTC staff review focused on how land use and socioeconomic data (SED) was allocated in the model’s base year and SB 375 comparison year (2010 and 2005 respectively), the significant roadway network utilized in the model, and the boundaries of traffic

analysis zones (TAZs) used to distinguish individual geographic areas in Madera County.”]; 2-19 [same].)

The flaw in MCTC’s approach and reasoning is that it assumes a false premise – that the initial modeling results were “anomalous” because they did not meet reduction targets “despite Madera County and its cities proposing the most feasible aggressive SCS strategy deemed feasible.” (Amendment, p. 2-36.) First, it is far from clear that MCTC proposed the most aggressive SCS strategy that is actually feasible, especially given the tens of thousands of new housing units planned in Madera County’s unincorporated areas far from existing employment and commercial opportunities. And second, even if the “Hybrid” scenario were the most aggressive feasible approach, the answer is not to produce a revised model in effort to show targets were in fact met. The correct approach is to develop an alternative planning strategy and include new policies to reduce emissions to required levels.

We recommend that MCTC, either by way of an alternative planning strategy or a substantive amendment,¹ analyze and adopt a scenario that more aggressively reduces greenhouse gas emissions. The scenario should incorporate, at a minimum, the following:

1. Further prioritize infill and growth in existing communities;
2. Increase housing density for new growth;
3. Take all available steps to prevent and/or reduce new development in unincorporated portions of Madera County outside of existing communities, and reallocate that growth to existing communities;
4. Prioritize funding for complete street projects on existing corridors;
5. Explore funding sources to incentivize jurisdictions to reduce greenhouse gas emissions (including a grant program);
6. Conduct a needs assessment and link it to the countywide health assessment;
7. Include additional plans for transit between the incorporated and unincorporated communities within the County, as well as new transit lines to other counties;
8. Improve efficiency and usability of presently operative transit lines;

¹ As noted below in Section C, there is no legal authority for an amendment to an adopted RTP/SCS. However, to the extent that CARB permits MCTC to amend the RTP/SCS, the revision must be substantive rather than mere changes to the modeling inputs.

9. Include additional strategies to improve active transportation infrastructure; and
10. Take water sustainability into account in developing sustainable communities strategies, including but not limited to coordination with implementation of the Sustainable Groundwater Management Act.

Rather than artificially adjusting the modeling, MCTC should make substantive revisions to the 2014 RTP/SCS through an alternative planning strategy, or through an amendment to the SCS that alters its strategies and scenarios to reduce greenhouse gas emissions.

C. There Is No Authority For An Amendment To An SCS. MCTC Must Instead Prepare An Alternative Planning Strategy.

In 2011, CARB issued a 5% greenhouse gas reduction target for MCTC. (Amendment, p. 1-2.) In response, MCTC prepared a RTP/SCS, which was adopted by MCTC on July 24, 2014. (Amendment, p. 1-1.) However, the 2014 RTP/SCS “did NOT meet the established emission reduction targets for either target year.” (*Id.*)

In the event an SCS does not meet the greenhouse gas reduction target set by the ARG, SB 375 mandates that “the metropolitan planning organization shall prepare an alternative planning strategy to the sustainable communities strategy showing how those greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.” (Gov. Code § 65080(b)(2)(I).) SB 375 does not provide any authority for the preparation of an amendment to an adopted SCS, and the Amendment provides no such authority. Rather, the Amendment states only that given the failure to meet reduction targets, “it was appropriate for MCTC to review the transportation VMT reductions and the transportation model in its effort to meet the targets. (Amendment, p. 1-1.)

That an APS is required here was acknowledged by MCTC staff in their presentation on the original 2014 RTP/SCS in a “Clarification of Roles and Responsibilities.” (*See* <http://www.maderactc.org/wp-content/uploads/2014/07/2014-MCTC-Final-RTP-SCS-and-PEIR-PPT-072314-GV07.pdf>, p. 36; [“That is exactly why MCTC would be required by SB 375 to next move forward with the preparation of an APS, to develop other strategies for reducing GHGs.”]; p. 37 [“Here, the next step for MCTC would be to prepare an APS to address alternative means of reducing GHGs.”].)

As no authority exists for an amendment to an SCS, and (as acknowledged by MCTC) Government Code § 65080 instead requires that it prepare an alternative planning strategy, the Board should not adopt the amendment.² Instead, it must direct staff to prepare an alternative planning strategy that complies with the requirements of § 65080(b)(2)(I).

² We anticipate that MCTC may point to the RTP/SCS amendment prepared by Merced County Association of Governments as precedent for its own amendment. However, MCAG’s RTP/SCS

D. Inadequate Data To Support Review

As noted above, the Amendment does not include any substantive revision to the development pattern, policies or strategies set forth in the original draft of the 2014 RTP/SCS. Rather, the Amendment consists only of changes required as a result of certain “MCTC Transportation Model enhancements.” (Amendment, p. 1-5.) Despite the fact that the only changes included in the Amendment were to MCTC’s modeling, no raw data was provided to the public with the Amendment. Without the raw data and technical information regarding the revisions to the modeling, the public has no way to determine whether the revisions did “improve accuracy” as the Amendment claims. (Amendment, p. 1-2.) Though the Amendment states that additional detail is “available” from MCTC, all data needed to evaluate the Amendment should have been provided as an addendum without the need for a separate request. We are disappointed with the lack of transparency, and believe the public has the right to access all data relevant to the Amendment without making a separate request.

* * * * *

Based on the foregoing, MCTC should not adopt the Amendment, and should instead instruct staff to begin development of an alternative planning strategy consistent with the recommendations set forth above in Section B. Additionally, by this correspondence the undersigned organizations request “[f]urther detail regarding how the transportation model was enhanced” as offered by the Amendment on page 2-19, including all raw data and inputs used in the revised transportation model.

Best Regards,



Michael K. Claiborne, Esq.
Leadership Counsel for Justice & Accountability

Bruce Gray
Madera Oversight Coalition

amendment is distinguishable for several reasons: (a) MCAG received permission from CARB for the amendment; (b) the amendment was requested by the public in lieu of an APS so that MCAG could make more significant and impactful changes to the original document; and (c) the amendment contained substantive policy revisions. Moreover, the fact that one municipal planning organization amended its RTP/SCS does not serve as authority for the conclusion that such an amendment complies with SB 375.

2014 REGIONAL TRANSPORTATION PLAN No. 1 COMMENT RESPONSE

Leadership Counsel for Justice and Accountability Comments (received May 16, 2017):

A. The Public Process Related to the Amendment is Insufficient.

Government Code § 65080(b)(2)(F) provides, in part, that each “municipal planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following:

(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations;

Here, in terms of outreach efforts, the Amendment does not set forth an adequate public participation plan, stating only that “materials regarding the upcoming workshop and Roundtable meeting have been distributed at various Town Halls conducted by Madera County Supervisors.” (Amendment, p. 2-19.)

This short statement does not demonstrate compliance with the strict outreach requirements set forth in SB 375, and MCTC has not conducted sufficient outreach to garner public input in this important regional transportation process. In fact, we believe that very few residents know that this process has even taken place. We further believe that MCTC should conduct multiple workshops throughout the County of Madera and publicize these with bilingual flyers, distributed to residents with enough time to allow residents to prepare to effectively contribute.

MCTC should also provide translation services and workshop agendas in Spanish, and create mechanisms that allow for ongoing feedback. (See Gov. Code, §§ 7293, 7295 [Bilingual Services Act].) With an over 40% Spanish speaking population in the county, we want to ensure that MCTC is effectively engaging all residents in a language they understand. By not providing interpretation services at all meetings and community outreach events, MCTC is preventing the community from effectively engaging in decision-making processes that have the potential of benefiting them the most.

Finally, we do not believe that holding a workshop at Madera Ranchos constitutes a public workshop accessible to all residents, and we recommend that additional workshops be planned and organized to take input and participation of residents. Additional workshops in accessible

locations will allow for fruitful discussions about long-term sustainable solutions for Madera County.

MCTC Response

It should first be clarified that MCTC has not revised the land use and transportation scenarios, but merely revised the analysis of the SCS and the conclusion regarding its compliance with CARB's GHG reduction requirements. As noted beginning on Page 1-2 of the Amendment:

Following the adoption of the 2014 RTP/SCS, MCTC staff immediately began analyzing what led to the greenhouse gas (GHG) emission results achieved during development of the adopted 2014 RTP/SCS. Given the wide gap between emissions results and emissions targets, despite pursuing the most feasibly aggressive SCS strategy proposed, MCTC staff began to analyze the planning tools utilized in the RTP/SCS emissions reporting process; in particular, the 2013/14 Madera County Transportation Model. This analysis concluded the tools used by MCTC for the adopted 2014 RTP/SCS to account for GHG emissions could be enhanced to greatly improve accuracy in the reporting of emission results, particularly for the 2013/14 forecasting model. An extensive effort was undertaken to review the input data used in the transportation model.

The bulk of the MCTC staff review focused on how land use and socioeconomic data (SED) was allocated in the model's base year and SB 375 comparison year (2010 and 2005 respectively), the significant roadway network utilized in the model, and the boundaries of traffic analysis zones (TAZs) used to distinguish individual geographic areas in Madera County. With these improvements to the model, the MCTC model validates better across the wide range of validation metrics that are required per the California RTP Guidelines. Further detail regarding how the transportation model was enhanced is provided in Section 2 of this Amendment.

A great amount of effort has gone into making sure MCTC possesses the most adequate and accurate planning tools possible for utilization in the 2014 RTP/SCS Amendment No. 1 development process. The results of this effort have proven beneficial. All changes made to the model have been scrutinized to make sure that nothing implemented is inconsistent with the established and adopted measures prescribed in the preferred SCS scenario.

It should be noted that none of the multimodal improvement projects listed in the adopted 2014 RTP/SCS have been changed as a result of the enhanced modeling efforts described above.

In short, the SCS scenarios were not revised in any way, and transportation projects contained in the RTP were also not revised. The only revisions made by MCTC were to the technical transportation modeling tools and modeling process.

With respect to the outreach process, significant outreach was conducted to develop and review the 2014 RTP/SCS alternative scenarios and projects, as noted beginning on Page 1-1 of the Amendment:

Development of the 2014 Madera County RTP/SCS was a collective effort, which required meaningful collaboration with each of the three local governments (cities of Chowchilla and Madera and Madera County), State and federal agencies, local tribal governments, community interest groups, and public stakeholders to identify land-use and transportation opportunities within the region that will address the needs of the growing population and ensure compliance with State and federal requirements. As a result of this effort, MCTC developed varying planning scenarios built-up from a status quo planning assumption. Each scenario introduced new planning principles and parameters meant to address the intent of SB 375 and reduce GHG generated in Madera County.

At all levels of outreach, the most aggressive planning scenario developed was received amiably and recommended to be forwarded in the process. This aggressive planning scenario would be selected as the preferred planning scenario of the 2014 RTP/SCS. The preferred scenario calls for a variety of shifts in planning parameters including, but not limited to, a demographic shift in housing share, changes to lot sizes, shift in employment share, enhancements to public transit systems, and enhancement of the non-motorized transportation network. These principles are most heavily emphasized in Madera County's established or planned urban cores and less emphasized in rural areas, which lack adequate population densities. The parameters of the preferred RTP/SCS Scenario were utilized in the then newly developed Madera County Transportation Model at that time or in 2013/14. Unfortunately, the technical results of the modeling effort yielded GHG reduction results opposite of their anticipated outcome. The 2014 Madera County RTP/SCS was adopted with emission results that did NOT meet the GHG budgets established by the California Air Resources Board (CARB).

As described on page 2-55 of the Amendment, the 2014 RTP/SCS provided for a thorough review of public participation efforts. Multiple workshops and hearings were held prior to adopting the 2014 RTP/SCS in July 2014 in accordance with Section 65080(b)(2)(E). Further, consistent with Section 65080(b)(2)(F), MCTC has a Public Participation Plan, which has recently been updated and placed on its website referencing the requirements of SB 375 (see Public Participation Plan Page 15 available at: <http://www.maderactc.org/wp-content/uploads/2016/07/PPP-July-2016-Final2.pdf>).

Public outreach conducted for the 2014 RTP/SCS involved the following:

✓ *RTP and SCS Roundtable*

MCTC formed the 2014 RTP and SCS Roundtable in October 2012. Over the 20-month RTP and SCS development process, the Roundtable met five (5) times to assist MCTC with preparation of the document. Specifically, the Roundtable reviewed the traffic and land use modeling processes, the project prioritization process, development of the SCS alternative scenarios, review of alternative scenario modeling results and performance measures, and provided a recommendation of the preferred RTP and SCS scenario to the MCTC Policy Board. The Roundtable will meet following public and agency review of the

Draft RTP, SCS and PEIR. This meeting will be held to review the specific comments submitted and how MCTC plans to respond. Finally, the Roundtable will recommend approval of the 2014 RTP and SCS and PEIR to the MCTC Policy Board.

✓ *RTP and SCS Public Workshops*
Series 1

The first series of public workshops to review the 2014 RTP, SCS, and PEIR development process and to identify transportation and land use needs and environmental issues was held in the Oakhurst, the Ranchos area, in the City of Madera, and in the City of Chowchilla in February 2013 after an extensive public outreach campaign including newspaper advertisements, email invitations, and a notice on the MCTC website. To make public participation as convenient as possible, staff felt it was important to have a number of different workshops throughout the County. The selected time for each workshop was between 6:00 and 8:30 p.m. to make attendance more accessible. A synopsis of this workshop series is provided in Appendix D.

Series 2

MCTC conducted a workshop in Madera on March 24 to review the alternative land use and transportation scenarios with the public and stakeholders prior to approval of a preferred scenario by the MCTC Policy Board.

Series 3

*The third series of public workshops was held during the Draft RTP, SCS, and PEIR public review process between May and June 2014. The workshop series focused on receiving comment from stakeholders and the public regarding the Draft documents. MCTC held the **third series** of public workshops on the following dates and within the following subregions*

- *June 10, 2014 – City of Madera, CA*
- *June 11, City of Chowchilla, CA*
- *June 12, Oakhurst, CA – Foothill Communities*

Two public hearings were also held and noticed including:

- *June 18, 2014 at MCTC offices, Madera, CA*
- *June 23, 2014 at MCTC offices, Madera, CA*

The following events or presentations were also held to review the Draft RTP and SCS:

- *June 21, 2014, Camarena Health Center, Madera, CA (Environmental Justice Workshop)*
- *June 26, 2014, Oakhurst Community Alliance, Oakhurst, CA (Presentation)*

Finally, the MCTC Board will consider certification of the PEIR, FTIP, Conformity Finding, and the 2014 RTP and SCS on July 23, 2014, MCTC Offices, Madera CA.

✓ *MCTC Web-Based Tool*

In addition to the public workshops and other outreach efforts, MCTC desired to receive input regarding the alternative RTP and SCS scenarios from a wide variety of residents, employees, stakeholders, and others from within and outside of the Madera region. The web-based tool was posted to the MCTC website in mid-March 2014 and continues to be available to receive input. The web-based tool was advertised throughout Madera County on billboards and in newspapers. Prior to approval of the preferred RTP and SCS scenario by the MCTC Policy Board, approximately 312 people completed the web-based tool process providing vital input in English and 91 in Spanish. Based upon the results, the Hybrid Scenario was identified as the most preferred scenario by those who provided their opinion using the tool.

✓ *RTP and SCS Environmental Justice Community Outreach*

MCTC conducted two Environmental Justice (EJ) events to receive input from the EJ community in the City of Madera. The first event focused on the conduct of a workshop in Spanish at the Camarena Health Center. The second event was held on Earth Day at the Madera Community Garden. The outdoor event was conducted in Spanish and MCTC received significant feedback from a variety of Madera residents and employees.

✓ *RTP and SCS, and PEIR Approvals*

The MCTC Policy Board may certify the PEIR and approve the 2014 RTP and SCS on July 23, 2014. A copy of the notice is provided in Appendix E. (note: the hearing was held and the Commission adopted the 2014 RTP/SCS on that date)

The 2014 RTP/SCS outreach effort listed above was in response to requirements related to SB 375 and requirements set forth in the MCTC Public Participation Plan.

Since MCTC did not revise the SCS, it believes that the outreach process outlined in the MCTC Public Participation Plan for the Amendment is not required. MCTC did not change or revise the SCS or the RTP in any way; the SCS and RTP remain in-tact and consistent with input received during development of the 2014 RTP/SCS. Furthermore, the MCTC Public Participation Plan does not specifically require a public outreach process for technical amendment to the RTP/SCS.

However, MCTC decided to conduct additional outreach for the technical Amendment, as noted on Page 2-60 of the Amendment:

Finally, MCTC will conduct a workshop and Roundtable meeting on March 9, 2017 to review the amendment to the 2014 RTP/SCS (Amendment No. 1) and to discuss the upcoming 2018 RTP/SCS. In addition, materials regarding the upcoming workshop and Roundtable meeting have been distributed at various Town Halls conducted by Madera County Supervisors.

The MCTC Board is scheduled to certify the Addendum PEIR for the 2014 RTP/SCS Amendment No. 1 on May 17, 2017 at a noticed public hearing.

MCTC held a workshop regarding the Amendment on March 9, 2017, in Madera Ranchos, at a centrally located venue within Madera County (Webster Elementary School) so that interested residents, agencies and other individuals could attend from throughout the region including cities and communities such as Chowchilla, Madera, Oakhurst, North Fork, and others. MCTC and VRPA Technologies staff thoroughly explained the purpose for the amendment and the process to enhance the transportation modeling process to all attendees including a representative from LCJA.

The workshop was noticed in the Madera Tribune, Fresno Bee and Sierra Star and Sierra On-Line. The notice was also provided in Spanish in the Madera Tribune. Noticing was also completed via E-blast to an extensive stakeholder database for the MCTC 2014 RTP/SCS process. A Spanish version of the notice was included with all completed Eblast noticing. Spanish translation was available at the workshop if it had been needed via a remote translation service; however, the translation services were not required. Fliers were also available and distributed in Spanish describing the Amendment.

In addition, MCTC held a public hearing on April 25, 2017, to receive comment and input on the RTP/SCS Amendment. The hearing was again noticed in accordance with the MCTC Public Participation Plan.

Finally, MCTC noticed a meeting on May 17, 2017, to approve the RTP/SCS Amendment, which has been rescheduled for June or July 2017 to provide an opportunity for MCTC to discuss LCJA comments addressed in this response letter.

Thus, as described above, MCTC has followed the requirements of SB 375 regarding the public participation process, complied with outreach requirements set forth in its Public Participation Plan, and decided to again apply the requirements to the amendment process in its effort to fully inform the public related to technical amendment of the 2014 RTP/SCS.

LCJA Comment:

B. The Amendment Does Not Adequately Set Forth a Forecasted Development Pattern to Reduce Greenhouse Gas Emissions.

A sustainable communities strategy must, among other things, “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.” (Gov. Code § 65080(b)(2)(B).)

The Amendment does not set forth such a development pattern. Instead, it describes in summary fashion revisions to the forecasting model utilized by MCTC in the 2014 RTP/SCS. Specifically, the Amendment states that MCTC staff began an analysis following adoption of the 2014 RTP SCS, and concluded that “tools used by MCTC for the adopted 2014 RTP/SCS to account for GHG emissions could be enhanced to greatly improve accuracy in the reporting of emission results, particularly for the 2013/2014 forecasting model.” (p. 1-2.) The Amendment further states that “[a]n extensive effort was undertaken to review the input data used in the transportation model. (Id.)

This effort was apparently focused on revisions to the model that would show a reduction in GHG emissions that met the CARB’s 5% reduction target. In fact, the Amendment states as much, acknowledging that staff focused on the base and comparison years – in an effort to develop a model that showed higher emissions for those years such that reductions were easier to achieve. (See pp. 1-3 [“The bulk of the MCTC staff review focused on how land use and socioeconomic data (SED) was allocated in the model’s base year and SB 375 comparison year (2010 and 2005 respectively), the significant roadway network utilized in the model, and the boundaries of traffic analysis zones (TAZs) used to distinguish individual geographic areas in Madera County.”]; 2-19 [same].)

The flaw in MCTC’s approach and reasoning is that it assumes a false premise – that the initial modeling results were “anomalous” because they did not meet reduction targets “despite Madera County and its cities proposing the most feasible aggressive SCS strategy deemed feasible.” (Amendment, p. 2-36.) First, it is far from clear that MCTC proposed the most aggressive SCS strategy that is actually feasible, especially given the tens of thousands of new housing units planned in Madera County’s unincorporated areas far from existing employment and commercial opportunities. And second, even if the “Hybrid” scenario were the most aggressive feasible approach, the answer is not to produce a revised model in effort to show targets were in fact met. The correct approach is to develop an alternative planning strategy and include new policies to reduce emissions to required levels.

We recommend that MCTC, either by way of an alternative planning strategy or a substantive amendment,¹ analyze and adopt a scenario that more aggressively reduces greenhouse gas emissions. The scenario should incorporate, at a minimum, the following:

1. Further prioritize infill and growth in existing communities;
2. Increase housing density for new growth;
3. Take all available steps to prevent and/or reduce new development in unincorporated portions of Madera County outside of existing communities, and reallocate that growth to existing communities;
4. Prioritize funding for complete street projects on existing corridors;
5. Explore funding sources to incentivize jurisdictions to reduce greenhouse gas emissions (including a grant program);
6. Conduct a needs assessment and link it to the countywide health assessment;
7. Include additional plans for transit between the incorporated and unincorporated communities within the County, as well as new transit lines to other counties;
8. Improve efficiency and usability of presently operative transit lines;
9. Include additional strategies to improve active transportation infrastructure; and
10. Take water sustainability into account in developing sustainable communities strategies, including but not limited to coordination with implementation of the Sustainable Groundwater Management Act.

Rather than artificially adjusting the modeling, MCTC should make substantive revisions to the 2014 RTP/SCS through an alternative planning strategy, or through an amendment to the SCS that alters its strategies and scenarios to reduce greenhouse gas emissions.

¹ As noted below in Section C, there is no legal authority for an amendment to an adopted RTP/SCS. However, to the extent that CARB permits MCTC to amend the RTP/SCS, the revision must be substantive rather than mere changes to the modeling inputs.

MCTC Response:

MCTC has been working with the California Air Resources Board (CARB) since adoption of the 2014 RTP/SCS in July 2014 to determine why the 2014 RTP/SCS did not meet SB 375 targets established by CARB. MCTC has had well over ten (10) conference calls with CARB over the past 2-years to discuss and review results of the 2014 MCTC RTP/SCS emission reductions versus targets. During those discussions, CARB was informed of the need to make technical revisions and enhancements to the transportation model, the specific revisions/enhancements made, and forwarded all requested modeling data and files to CARB for its review. CARB was also informed of the amendment process MCTC is conducting and has been in agreement with that process. Correspondence with CARB is attached for reference. As noted above in MCTC's response to LCJA Comment A, the issue with the emission results was not a result of the preferred scenario chosen to include in the 2014 RTP/SCS or the projects and land use strategies and patterns documented in that scenario; the issue was the transportation

modeling tools applied to evaluate and assess the preferred scenario and other alternative scenarios.

MCTC's modeling results were vastly different than any of the other modeling results of other counties within the San Joaquin Valley. This led MCTC staff to believe that there were issues with the MCTC modeling tools; especially since MCTC's preferred scenario was more aggressive than many of the other scenarios adopted by the other seven counties in the Valley but was not performing in term of meeting the SB 375 targets.

MCTC made significant enhancements to the transportation model "consistent with standard modeling practice." As noted in the Amendment on Page 1-3:

The bulk of the MCTC staff review focused on how land use and socioeconomic data (SED) was allocated in the model's base year and SB 375 comparison year (2010 and 2005 respectively), the significant roadway network utilized in the model, and the boundaries of traffic analysis zones (TAZs) used to distinguish individual geographic areas in Madera County. With these improvements to the model, the MCTC model validates better across the wide range of validation metrics that are required per the California RTP Guidelines. Further detail regarding how the transportation model was enhanced is provided in Section 2 of this Amendment.

As stated in Section 65080(b)(2)(I):

*If the sustainable communities strategy, prepared in compliance with subparagraph (B) or (D), **is unable to reduce greenhouse gas emissions** to achieve the greenhouse gas emission reduction targets established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy to the sustainable communities strategy showing how those greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The alternative planning strategy shall be a separate document from the regional transportation plan, but it may be adopted concurrently with the regional transportation plan.*

As stated in SB 375 above, an Alternative Planning Strategy (APS) is required when **emission targets cannot be met**. In MCTC's case, the Amendment demonstrates that the targets can be met utilizing the same adopted preferred land use and transportation scenario referenced in the 2014 RTP/SCS.

Furthermore, nothing in SB 375 precludes MCTC from revising the RTP when warranted. Such revisions are even encouraged. See Section 65080(b)(2)(J)(iii) (if an SCS does not meet the GHG targets, an MPO must either adopt an alternative planning strategy or "revise its strategy"). Further, MCTC has been in consultation with CARB since July 2014 regarding the modeling tools and the process to amend the RTP/SCS to reflect results of the enhanced modeling process. CARB has agreed to the amendment process versus development of an APS.

By way of comparison, the Merced County Association of Governments (MCAG) prepared an amendment to its 2014 RTP/SCS, which has been adopted and accepted by CARB. MCAG was not required to prepare an APS, even though the MCAG 2014 RTP/SCS did not meet SB 375 targets at the time that it was first adopted by the MCAG Board in 2014.

LCJA Comment:

C. There is No Authority for an Amendment to an SCS. MCTC Must Instead Prepare an Alternative Planning Strategy.

In 2011, CARB issued a 5% greenhouse gas reduction target for MCTC. (Amendment, p. 1-2.) In response, MCTC prepared a RTP/SCS, which was adopted by MCTC on July 24, 2014. (Amendment, p. 1-1.) However, the 2014 RTP/SCS “did NOT meet the established emission reduction targets for either target year.” (*Id.*)

In the event an SCS does not meet the greenhouse gas reduction target set by the ARG, SB 375 mandates that “the metropolitan planning organization shall prepare an alternative planning strategy to the sustainable communities strategy showing how those greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.” (Gov. Code § 65080(b)(2)(I).) SB 375 does not provide any authority for the preparation of an amendment to an adopted SCS, and the Amendment provides no such authority. Rather, the Amendment states only that given the failure to meet reduction targets, “it was appropriate for MCTC to review the transportation VMT reductions and the transportation model in its effort to meet the targets. (Amendment, p. 1-1.)

That an APS is required here was acknowledged by MCTC staff in their presentation on the original 2014 RTP/SCS in a “Clarification of Roles and Responsibilities.” (See <http://www.maderactc.org/wp-content/uploads/2014/07/2014-MCTC-Final-RTP-SCS-and-PEIR-PPT-072314-GV07.pdf>, p. 36; [“That is exactly why MCTC would be required by SB 375 to next move forward with the preparation of an APS, to develop other strategies for reducing GHGs.”]; p. 37 [“Here, the next step for MCTC would be to prepare an APS to address alternative means of reducing GHGs.”].)

As no authority exists for an amendment to an SCS, and (as acknowledged by MCTC) Government Code § 65080 instead requires that it prepare an alternative planning strategy, the Board should not adopt the amendment.² Instead, it must direct staff to prepare an alternative planning strategy that complies with the requirements of § 65080(b)(2)(I).

² We anticipate that MCTC may point to the RTP/SCS amendment prepared by Merced County Association of Governments as precedent for its own amendment. However, MCAG’s RTP/SCS amendment is distinguishable for several reasons: (a) MCAG received permission from CARB for the amendment; (b) the amendment was requested by the public in lieu of an APS so that MCAG could make more significant and impactful changes to the original document; and (c) the amendment contained substantive policy revisions. Moreover, the fact that one municipal planning organization amended its RTP/SCS does not serve as authority for the conclusion that such an amendment complies with SB 375.

MCTC Response:

Reference Response to LCJA Comment B. Moreover, the amended SCS prepared by MCAG, and which the commenter acknowledges is appropriate, went even further than the Amendment prepared here in that MCAG's amendment amended the SCS itself through policy revisions and other measures. Here, MCTC's Amendment does not alter the SCS itself, but rather is an amendment to the technical modeling and analysis of the SCS's impacts.

LCJA Comment:

D. Inadequate Data to Support Review

As noted above, the Amendment does not include any substantive revision to the development pattern, policies or strategies set forth in the original draft of the 2014 RTP/SCS. Rather, the Amendment consists only of changes required as a result of certain “MCTC Transportation Model enhancements.” (Amendment, p. 1-5.) Despite the fact that the only changes included in the Amendment were to MCTC’s modeling, no raw data was provided to the public with the Amendment. Without the raw data and technical information regarding the revisions to the modeling, the public has no way to determine whether the revisions did “improve accuracy” as the Amendment claims. (Amendment, p. 1-2.) Though the Amendment states that additional detail is “available” from MCTC, all data needed to evaluate the Amendment should have been provided as an addendum without the need for a separate request. We are disappointed with the lack of transparency, and believe the public has the right to access all data relevant to the Amendment without making a separate request.

MCTC Response:

The Amendment contains significant detail regarding the enhancements and revisions made to the MCTC Transportation Model. Beginning on Page 2-36 and concluding on Page 2-43, MCTC has fully documented the process applied to develop the enhanced model.

There are three major components of the transportation model including the model software, the model network or system of streets and highways and other transportation systems, and the socioeconomic data (SED), which is a very large dataset reflective of the various stratified types of existing and future population, employment, and housing data allocated within traffic analysis zones (TAZs). The network and SED files are reviewed for accuracy and approved for use by the local jurisdictions within Madera County (cities of Chowchilla and Madera and Madera County). These jurisdictions are responsible for making land use decisions and they are consulted to identify where new growth and development throughout the County will occur. It is not possible to provide raw data to the public outside of MCTC offices given the proprietary software needed to run the model, the need to review the existing and planned transportation networks using the model or printing large computer generated plots, or to review the extent and allocation of SED to hundreds of TAZs. On request, MCTC is always open to consulting with interested parties and reviewing its model network and SED within MCTC offices.

MEMORANDUM

ITEM IV-C

DATE: June 21, 2017
TO: MCTC Policy Board
FROM: Patricia Taylor, Executive Director
RE: SR99/Avenue 12 Interchange – Project Update – ITEM IV-C

I. Requested Action:

Information and Discussion Only

II. Summary:

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).

III. Discussion:

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.

III. Fiscal Impact:

No fiscal impact.

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, May 17, 2017

Time: 3:00 p.m.

Place: MCTC Board Chambers

Members Present: Chairman - Andrew Medellin – Mayor, City of Madera
Waseem Ahmed – Councilmember, City of Chowchilla
William Oliver – Councilmember, City of Madera
Alt. David Rogers – Supervisor, Madera County

Members Absent: Vice Chairman -Brett Frazier - Supervisor, Madera County
Tom Wheeler - Supervisor, Madera County
Max Rodriguez - Supervisor, Madera County

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

MCTC Staff Present: Patricia Taylor, Executive Director
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. Annual DBE Submittal – FY 2017-18

The MCTC is required to establish a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC is eligible to receive federal financial assistance from the DOT and as a condition of receiving this assistance, MCTC is required to sign an assurance that it will comply with 49 CFR Part 26.

The proposed policy of MCTC to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts is as follows:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

Action: Information and Discussion Only.

B. 2017 Federal Transportation Improvement Program – Administrative Amendment No. 3

Enclosed in the Commissioner’s packet was Amendment No. 3 (Type 1 Administrative Modification) to the 2017 Federal Transportation Improvement Program, per a City of Madera request.

Amendment No. 3 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 2014 Regional Transportation Plan (RTP), which was adopted by the Madera County Transportation Commission on July 23, 2014.

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.

C. Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Residual Allocation – Resolution 17-02

Proposition 1B places \$3.6 billion in the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA). In FY 2010/11, the State legislature appropriated \$1.5 billion in PTMISEA funding for agencies and transit operators. Disbursements from the PTMISEA remain contingent upon the ability of the State to sell bonds. A copy of the latest PTMISEA guidelines and other relevant documents can be found on the Caltrans website at <http://www.dot.ca.gov/dgmt/spptmisea.html>.

The State Controller’s office calculates and distributes the Section 8879.55(a2) funding to MPOs per Section 9913 by population. MCTC has received an eligible residual allocation of \$33,543 to be suballocated to local agencies by population:

City of Chowchilla:	\$ 2,599
City of Madera:	\$13,763
County of Madera:	\$17,181

Projects must be consistent with the project sponsor’s most recently adopted short-range transit plan (or board resolution) and a Caltrans-approved PTMISEA Program Expenditure Plan.

MCTC will submit residual allocation requests for the following projects, for the remaining \$33,543:

1. City of Chowchilla – CATX Facility Improvements \$2,599
2. City of Madera – New Transit Facility \$13,763
3. County of Madera – County Park and Ride Lots \$17,181

Action: Approve Public Transportation Modernization, Improvement, and Service Enhancement Account Project Listing – Resolution 17-02

D. 2018 Regional Transportation Plan/Sustainable Communities Strategy and Environmental Impact Report

MCTC has begun work on the 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Environmental Impact Report (EIR). VRPA Technologies has been retained as a lead consultant for the plan development in association with Moy & Associates (transit planning and Financial Element), Community Design and Architecture (land use modeling and allocation), Sierra Research (air quality and climate change), Quad Knopf (EIR – biotic and cultural), NV5 (project cost estimate and prioritization) and Best Best & Krieger LLP (legal support and oversight). A Notice of Preparation (NOP) will be issued by the 19th of May.

Stakeholder committee groups will begin meeting in June of 2017. Public workshops and meetings will take place in the Summer and Fall of 2017. A Draft of the RTP/SCS and EIR plans will be prepared for public review in the Spring of 2018 with final adoption anticipated for Summer 2018.

Current activities include data collection of various forms including: population forecasts, traffic model network review and socio-economic conditions and forecasts.

Action: Information and Discussion Only.

E. California Air Resources Board's Car Sharing and Mobility Options Pilot Project

MCTC provided a letter of support on behalf of the Commission to the Air Resources Board Mobile Source Control Division in support of the San Joaquin Valley's application for Car Sharing and Mobility Options Pilot Project funding opportunity.

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff is involved in a study regarding alternatives for meeting transit needs in rural San Joaquin Valley. The project goal is to develop a pilot program in all eight counties in the Valley for new, technology-driven mobility service that meet transit needs of rural and disadvantaged residents, is cost-effective and financially sustainable, and helps achieve VMT and GHG targets.

Action: Information and Discussion Only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEM

A. 2017-18 Unmet Transit Needs – Resolution 17-03

Enclosed in the Commissioner's packet was a copy of the SSTAC recommendation letter, Chairman letter to those who testified, and the Public Hearing comment summary.

On April 19, 2017, the Commission held the annual "Unmet Transit Needs" public hearing as required under the California Transportation Development Act. This legally noticed hearing was held to receive testimony from the public to determine if public transportation needs within Madera County will be reasonably met in FY 2017/18 prior to approving claims of Local Transportation Funds for street and road purposes.

Transportation Development Act - Local Transportation Funds are derived from the state sales tax. Of the six-cent tax per dollar on all sales, ¼ of a cent goes to the local transportation fund and may be used for transportation projects. Of the Article 8 Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation, the net difference is then available for street and road projects.

Pursuant to Section 99401.5 of the California Public Utilities Code, MCTC, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC has determined that its definition of the term "**unmet transit needs**" includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term "**reasonable to meet**" shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:
 - (1) there are no unmet transit needs;
 - (2) there are no unmet transit needs that are reasonable to meet;
 - (3) there are unmet transit needs that are reasonable to meet.
- C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

At the “Unmet Transit Needs” Public Hearing on Wednesday, April 19, 2017, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. The Chairman of the SSTAC will submit that body’s findings to the Commission under separate correspondence.

NARRATIVE OF EVALUATION

City of Madera

There is one unmet transit need that is reasonable to meet within the City of Madera. All other unmet transit needs within the jurisdiction are not reasonable to meet at this time.

MCTC staff has reviewed and discussed testimony regarding the City of Madera’s transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there is one unmet transit need that is reasonable to meet within the City of Madera. All other unmet transit needs within the jurisdiction are not reasonable to meet at this time. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

The one unmet transit need that the SSTAC and staff deemed reasonable to meet is the need for more routes to the Madera Community College. This need is already being satisfied by the City of Madera. They recently secured a Congestion Mitigation and Air Quality (CMAQ) grant to add more service to the college. This is anticipated to begin Fall 2017 and will bring increased interconnectivity and higher levels of service.

Testimony was received regarding the expansion of service hours of the Madera Area Express (MAX) and Dial-A-Ride (DAR) systems to include new or expanded service on weekends. It was also requested that rider discounts be given for both systems. Due to existing availability and subsequent levels of ridership on existing systems, the SSTAC has deemed the current operation of these services does not constitute an unmet need that is reasonable to meet. Local operators will continue to monitor ridership and make expansions or alterations to service as warranted.

Testimony was also received regarding bus driver communication and behavior, bus stop location, signage, frequency, and on-time performance of the MAX and the Madera Dial-A-Ride system; however, the comments reflect operational issues and not unmet transit needs. MAX and Dial-A-Ride staff does have their performance monitored including communications on the bus and over the telephone. Customers are encouraged to report any problems to MAX and Dial-A-Ride management so review and proper action can be taken to alleviate the issue.

It was suggested stops be placed near the Shunammite Place, at the Hope House on Pine Street, and at the Courthouse on G Street. MAX currently has stops near the Hope House on Cypress Street behind the Walgreens and near the Courthouse on Yosemite Avenue. Both of these stops are within a quarter mile of requested locations. Considering the amount of ridership from the Shunammite Place, First Transit management has looked at the possibility of adding a stop at this location. It will take time before this can happen but it is being reviewed in further detail.

City of Chowchilla

There are no unmet transit needs that are reasonable to meet at this time in the City of Chowchilla.

MCTC staff has reviewed and discussed testimony regarding the City of Chowchilla's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs within the City of Chowchilla that are reasonable to meet at this time. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received requesting evening and weekend service on Chowchilla Area Transit Express (CATX). By the definition of an unmet transit need that is reasonable to meet, this comment does not meet the criteria. An evening and weekend service on CATX would not currently be economical or demonstrate cost effectiveness.

There were no other comments or testimony regarding transit services in Chowchilla.

County of Madera

There is one unmet transit need that is reasonable to meet within the County of Madera. All other unmet transit needs within the jurisdiction are not reasonable to meet at this time.

MCTC staff has reviewed and discussed testimony regarding the County of Madera's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there is one unmet transit need that is reasonable to meet within the County of Madera. All other unmet transit needs within the jurisdiction are not reasonable to meet at this time. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

The one unmet transit need that the SSTAC and staff deemed reasonable to meet is the need for more routes to Chowchilla and connections to Fresno. This need has recently been satisfied by the County of Madera and Madera County Connection (MCC). They added more routes to Chowchilla and to Valley Children's Hospital beginning in March 2016. The route to Valley Children's Hospital will connect riders to Fresno Area Express (FAX) which will then take them into Fresno.

Testimony was received to possibly add a monthly or bi-weekly stop in Raymond. There is currently no transit service through Raymond but this request won't serve a significant number of the population and may not have community acceptance. However, County staff is working with community leaders in Raymond to evaluate the need of a transit service in this location.

Testimony was also received regarding inadequate transit between migrant farmworker housing and basic amenities such as grocery stores and healthcare providers. Depending on location of housing, this could be a major route extension for MCC. It would not currently be feasible, economical, or cost effective.

Requests were also made regarding lack of bus shelters, accessibility improvements, and lack of infrastructure surrounding bus stops, including sidewalks and stop signs. These comments do not meet the defined criteria of an unmet transit need. However, MCTC, along with Fehr and Peers and VRPA Technologies, is currently in the process of developing an Active Transportation Plan and addressing lack of sidewalks is an important piece of this effort.

Free bus passes for low-income students and senior citizens was also requested. Bus fares in the Madera Region are the most affordable in the Valley. Lowering the cost would not allow for services to meet the Farebox Recovery ratio.

RECOMMENDATION

The MCTC staff and SSTAC considered the hearing testimony and recommended the Commission find the following:

- 1. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2017/18 within the jurisdiction of the City of Chowchilla. There is one unmet transit need within the jurisdictions of the County of Madera and the City of Madera. The unmet transit need is reasonable to meet and is already being met by these agencies.**

The Madera Area Express (MAX) and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera. MAX will be expanding services to the college beginning in Fall 2017.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla as well as Fairmead and Valley State Prison.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities.

2. Maintain existing transit systems in Madera County: Madera Transit System (MAX and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

Staff and SSTAC recommended that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and MAX);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

There was a brief presentation by staff on the findings of FY2017/18 Unmet Transit Needs.

Action: Upon motion by Commissioner Oliver, seconded by Commissioner Rogers to approve 2017/18 Unmet Transit Needs – Staff report and SSTAC recommendation by Resolution 17-03. A vote was called and the motion carried.

B. PUBLIC HEARING: 2017 Federal Transportation Improvement Program – Resolution 2016-12 Amendment No. 4

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #4 TO THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on May 17, 2017, at 3:00 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #4 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 #4 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 May 6, 2017 and conclude May 12, 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 are welcomed at the hearing, or may be submitted in writing by 3:00 p.m. on May 12, 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 May 17, 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 comments, Chairman Medellin closed the floor at 3:21 p.m.

Action: Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed to approve the Madera County 2017 FTIP Resolution 16-12 Amendment No. 4. A vote was called and the motion carried.

C. 2014 Regional Transportation Plan, Sustainable Communities Strategy & Environmental Impact Report – Amendment No. 1

The Madera County Transportation Commission (MCTC) has prepared an Amendment to the 2014 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The Amended RTP/SCS is accompanied by an addendum update to the Environmental Impact Report. The amended plan utilizes the same project list and Federal air quality conformity findings as documented in the 2016 Federal Transportation Improving Program and Corresponding Conformity Analysis.

MCTC held a public hearing 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 these documents:

- The Amended 2014 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Madera County transportation needs out to the year 2040.

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.

After considering comments received, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled meeting to be held on May 17, 2017. The documents will then be submitted to state and federal agencies for approval.

Action: This Item was pulled from the Agenda until further notice, most likely June or July, 2017

D. Valley Voice Trip – Washington DC – September 5-8, 2017

Recognizing the value of the Valley Voice program, the San Joaquin Valley COGs Policy Council requested the Valley Legislative Affairs Committee to organize a legislative visit to Washington D.C.

The 2017 Valley Voice trip dates is as follows:

- Washington DC: Tuesday, September 5th and returning Friday, September 8th.

A valley MPO still needs to be identified to take the lead for logistics on the Washington, DC trip.

The Valley Voice delegates will discuss issues of Valley wide interest. The Commission is able to fund two delegates and one staff member for hotel and meal expenses. Supervisor Poythress and Supervisor Frazier are the current members

representing the Madera region. Member representatives of the SJV Policy Council attend on behalf of the agency. If one of the members is unable to attend, the Commission may appoint another member to attend.

Action: Information and Discussion Only.

E. Active Transportation Plan – Amend Contract

Fehr & Peers is currently under contract to prepare the Active Transportation Plan (ATP). A proposed amendment will provide additional needed services for public engagement and outreach, the creation of a Complete Streets Policy Implementation Guide, and additional GIS file creation. MCTC staff is requesting an additional \$45,000 to complete these additional needed tasks.

The amendment will provide additional Spanish translation services for the remaining ATP community involvement events.

The Complete Streets Policy Implementation Guide will address a comment from Caltrans to establish a policy for addressing complete streets. The policy will be in accordance with the update to the Regional Transportation Plan and build upon efforts that will come out of the ATP process. This Complete Streets Policy project will provide the opportunity to establish a regional consensus about the value of complete streets as a means to creating healthy and vibrant communities. The policy will include a framework to assist each local jurisdiction in adopting their own context sensitive complete streets policy. The project will develop a policy paper that documents the needs, benefits, and costs of a complete streets policy, a draft policy, and a recommended process for complete streets implementation in Madera County.

The consultant will also create the regional bikeway network in GIS as part of the MCTC ATP and provide the files for use by MCTC and the local agencies at the end of the project.

Action: Upon motion by Commissioner Oliver, seconded by Commissioner Ahmed to approve Active Transportation Plan amended contract with Fehr & Peers. A vote was called and the motion carried.

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

Action: Upon motion by Commissioner Rogers 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 – April 19, 2017

Included in the Commissioner's packet was a copy of the April 19, 2017 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of April 19, 2017.

B. Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 17-04 and STA Resolution 17-05

MCTC releases preliminary TDA apportionment estimates in February of each year to provide timely budget information for the City of Madera, City of Chowchilla, and County of Madera. The State has released the population estimates for California cities and counties. Included in your package is the final TDA apportionment that reflects the population changes.

Local Transportation Fund (LTF): 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 2017/18 is **\$3,935,153**. 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 2017/18, there is \$293,792,000 budgeted according to the most current information from the State Controller's Office. STA allocation estimate for Madera County is **\$581,318**.

Action: Approve Final Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 17-04 and STA Resolution 17-05

Administrative Consent Calendar Action: Upon motion by Commissioner Rogers, 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

A. 2017 – 18 Overall Work Program & Budget – Resolution 17-06

Enclosed in the Commissioner's packet was a copy of the 2017-18 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/wp-content/uploads/2017/05/17-18-Final-OWP.pdf>.

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
- SGC Planning Grant
- Measure “T” administration funds
- Member Assessment Fees

Action: Upon motion by Commissioner Oliver, seconded by Commissioner Rogers to approve FY 2017-18 Overall Work Program and Line Item Budget – Resolution 17-06. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

A. FY 2017-18 Measure “T” Final Allocations

The 2017-18 Measure “T” Final Allocation was included in the Commissioner's packet. The allocation provides a not to exceed budget allocation for each Measure “T” program for each agency. The annual revenue projection is allocated based on population estimates from the Department of Finance. Staff has requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2017-18 for each category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program which will be presented as a draft document at the June Board meeting.

Action: Approve Final 2017-18 Measure “T” Allocation.

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

None.

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*

Patricia Taylor, Executive Director, recognized Sandy Ebersole and staff on their work related on the 2017-18 OWP.

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, June 21, 2017

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission

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

In the matter of) Resolution No. **16-10**
ALLOCATION OF 2016/17) **Amendment #4**
LOCAL TRANSPORTATION FUND

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

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

WHEREAS, \$70,000 has been apportioned for Administration, \$79,144 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$118,715 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$3,957,179 to be allocated from LTF, 2016/17;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 16-06 that there are no substantial unmet transit needs that are reasonable to meet in FY 2016/17 within the jurisdictions of the County of Madera, City of Madera, and the City of Chowchilla, and

WHEREAS, the County of Madera is requesting to revise their allocations;

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

ARTICLE 8

	<u>Section 99402</u>	<u>Section 99400 (A), (B), (C)</u>
(A) <u>City of Chowchilla</u>		
CATX		\$ 255,433
Pedestrian & Bicycle Projects		\$ 23,990
MCTC Planning Services	\$ 9,487	
Street Maintenance	\$ 134,619	
(B) <u>City of Madera</u>		
MAX, Dial-A-Ride, Intermodal		\$ 387,814
Pedestrian & Bicycle Projects		\$ 148,862.07
MCTC Planning Services	\$ 50,034	

1	Street Maintenance	\$ 50,000	
2	Road & Street Improvement Projects	\$ 3,693,431.03	
3			
4	(C) <u>County of Madera</u>		
5	Amtrak		\$ 0
6	Senior/Escort		\$ 125,000
7	MCC		\$ 318,484
8	CATX, City of Chowchilla		\$ 105,087
9	DAR, City of Madera		\$ 0
10	Pedestrian & Bicycle Projects		\$ 39,463
11	MCTC Planning Services	\$ 59,194	
12	Street Maintenance	\$ 1,341,919	
13			
14			
15			
16			

17 The foregoing resolution was adopted this 21st day of June 2017 by the following vote:

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19 Commissioner Ahmed voted: _____
20 Commissioner Rodriguez voted: _____
21 Commissioner Frazier voted: _____
22 Commissioner Oliver voted: _____
23 Commissioner Medellin voted: _____
24 Commissioner Wheeler voted: _____
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32 _____
33 Chairman, Madera County Transportation Commission
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41 _____
Executive Director, Madera County Transportation Commission



**ANNUAL
WORK PROGRAM
*DRAFT***

**Fiscal Year
2017-18**

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INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and September 30, 2027). This sales tax measure will provide approximately \$197 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$100.47 million or 51%.

Authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$51.22 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$49.25 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs. Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$86.68 million or 44%.

The goal is to improve each individual City’s and the County’s local transportation systems. Several funding programs are included:

- **\$42.85 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$42.85 million** of “flexible” funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- About **\$985,000** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$3.94 million or 2%.

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$3.61million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$1.81 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.28 million** or 0.14%, and the City of Madera would receive **\$1.52 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements
 - Safer access to public transit services
 - Car pools
- The remaining **\$335,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and people with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$3.94 million or 2%.

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM₁₀ and PM_{2.5} emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation, and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

5. ADMINISTRATION AND PLANNING PROGRAM - \$1.97 million or 1%.

Measure funding is provided to the Authority to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

This document, the Measure "T" Annual Work Program, outlines the anticipated expenditure of Measure "T" funds by each Agency to the various programs for a specific year.



FY 2017/18 Measure T Allocation

Gross Allocation	9,300,000.00
Deductions	0.00
Net Allocation	<u>9,300,000.00</u>

Jurisdiction	Population	Rate
County	77,952	0.4981
Madera	66,082	0.4223
Chowchilla	12,458	0.0796
	156,492	

Measure T Programs	Percent		County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 4,743,000.00				
Regional Streets and Highways Program	26.00%	\$ 2,418,000.00				\$ 2,418,000.00
Regional Rehab	25.00%	\$ 2,325,000.00	\$ 1,158,082.50	\$ 981,847.50	\$ 185,070.00	
Safe Routes to School & Jobs	44.00%	\$ 4,092,000.00				
Street Maintenance	13.00%	\$ 1,209,000.00	\$ 602,202.90	\$ 510,560.70	\$ 96,236.40	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 813,750.00	\$ 405,328.87	\$ 343,646.63	\$ 64,774.50	
Flexible (<i>Funds impounded by MCTA</i>)	21.75%	\$ 2,022,750.00	<i>\$ 1,007,531.77</i>	<i>\$ 854,207.33</i>	<i>\$ 161,010.90</i>	\$ 2,022,750.00
ADA Compliance	0.50%	\$ 46,500.00	\$ 23,161.65	\$ 19,636.95	\$ 3,701.40	
Transit Enhancement Program	2.00%	\$ 186,000.00				
Madera County	0.9115%	\$ 84,769.50	\$ 84,769.50			
City of Madera	0.7728%	\$ 71,870.40		\$ 71,870.40		
City of Chowchilla	0.1457%	\$ 13,550.10			\$ 13,550.10	
ADA/Seniors/Paratransit	0.17%	\$ 15,810.00	\$ 7,874.97	\$ 6,676.56	\$ 1,258.47	
Environmental Enhancement Prog.	2.00%	\$ 186,000.00	\$ 92,646.60	\$ 78,547.80	\$ 14,805.60	
Administration/Planning	1.00%	\$ 93,000.00				\$ 93,000.00
TOTAL			\$ 2,374,066.99	\$ 2,012,786.54	\$ 379,396.47	\$ 4,533,750.00

Measure “T” Programming Summary

MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$2,060,670	\$0	\$2,418,000	\$4,627,000	\$6,640,903	\$2,464,767
Flexible Program	\$1,701,970	\$0	\$2,022,750	\$0	\$3,476,915	\$247,805
Admin/Planning/Other	\$50,000	\$0	\$93,000	\$15,000	\$109,945	\$48,055
TOTALS	\$3,812,640	\$0	\$4,533,750	\$4,642,000	\$10,247,763	\$2,760,627

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$1,158,082	\$1,158,082	\$0
Safe Routes to School & Jobs (Local)	\$0	\$0	\$1,030,694	\$1,007,533	\$23,161
Transit Enhancement Program (Public)	\$0	\$0	\$92,644	\$84,769	\$7,875
Environmental Enhancement Program	\$0	\$0	\$92,647	\$92,647	\$0
TOTALS	\$0	\$0	\$2,374,067	\$2,343,031	\$31,036

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$981,847	\$981,847	\$0
Safe Routes to School & Jobs (Local)	\$0	\$0	\$873,845	\$873,845	\$0
Transit Enhancement Program (Public)	\$0	\$0	\$78,547	\$78,547	\$0
Environmental Enhancement Program	\$0	\$0	\$78,548	\$78,548	\$0
TOTALS	\$0	\$0	\$2,012,787	\$2,012,787	\$0

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Loan</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$549,060	\$0	\$185,070	\$0	\$94,130	\$640,000
Safe Routes to School & Jobs (Local)	\$477,234	\$0	\$164,712	\$0	\$641,946	\$0
Transit Enhancement Program (Public)	\$88,047	\$0	\$14,808	\$0	\$102,855	\$0
Environmental Enhancement Program	\$71,569	\$0	\$14,806	\$0	\$86,375	\$0
TOTALS	\$1,185,910	\$0	\$379,396	\$0	\$925,306	\$640,000

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$197,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2017-18 a total of \$9,300,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

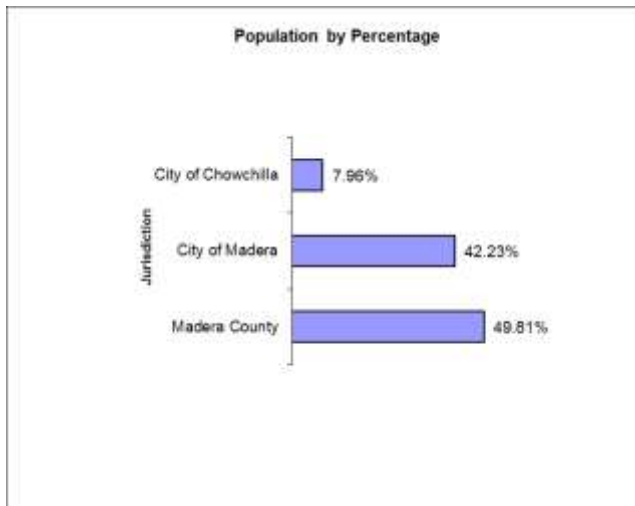
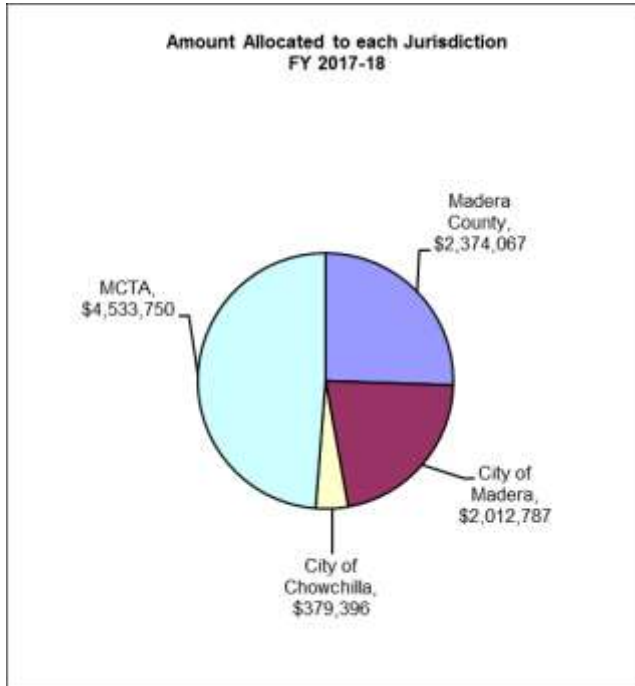


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2017-18 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan
Fiscal Year 2017/18



Commute Corridors/Farm to Market (Regional)

				<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>				\$2,060,670	\$0	\$2,418,000	\$4,627,000	\$9,105,670
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total		
SR 41 Passing Lanes							\$	0
SR 99 / Ave 12 Interchange		\$ 4,627,000					\$	4,627,000
Oakhurst Mid-Town Connector		\$ 405,000					\$	405,000
Bond Debt Service					\$ 1,608,903		\$	1,608,903
Reserve for Next Fiscal Year							\$	2,464,767
				Total Projects			\$	9,105,670
				Balance			\$	-

Administration/Planning Program

		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$50,000	\$0	\$93,000	\$15,000	\$158,000
Project	Budget					
Salaries & Benefits	\$ 64,445					
Audits, Fin. Asst.	\$ 24,000					
MCTA Conf/Travel/Other	\$ 6,500					
General Proj Dev Costs	\$ 15,000					
Total Projects	\$ 109,945					
Balance	\$ 48,055					

Other Funds Allocated to MCTA

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<u>Other Funds (Flexible, Impact Fees, Local)</u>	\$1,701,970	\$0	\$2,022,750	\$0	\$3,724,720	
<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 99 / Ave 12 Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0
SR 233 Interchange	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ 700,000
SR 41 Passing Lanes	\$ -	\$ 536,750	\$ -	\$ -	\$ -	\$ 536,750
SR99 Widening – Ave 12 to 17	\$ -	\$ 170,000	\$ 1,000,000	\$ -	\$ -	\$ 1,170,000
Oakhurst Mid-Town Connector	\$ -	\$ 405,000	\$ -	\$ -	\$ -	\$ 405,000
Bond Debt Service					\$ 665,165	\$ 665,165
Reserve for Next Fiscal Year						\$ 247,805

Total Projects \$ 3,724,720
 Balance \$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account		\$ 941,750				\$ 941,750
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account		\$ 170,000	\$ 1,000,000			\$ 1,170,000
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account			\$ 700,000			\$ 700,000
Impact Fees						\$ -
Local Funds						\$ -

***Measure T Projects Programmed in STIP-Regional Program Phase I**

	<u>Prior</u>	<u>2013/14</u>	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>2017/18</u>	<u>Total</u>
SR 99/Ave 12 Interchange							
<i>Measure T Regional</i>	\$ 5,177,000	\$ 2,480,000					\$ 7,657,000
<i>Flexible Program</i>		\$ 3,920,000					\$ 3,920,000
<i>Route 99 Bond</i>		\$ 50,402,000			9,000,000		\$ 59,402,000
<i>STIP</i>	\$ 22,823,000					\$ 5,000,000	\$ 27,823,000
							\$ 98,802,000
Ellis Ave. Overcrossing							
<i>Measure T Regional</i>	\$ 8,670,000						\$ 8,670,000
<i>Flexible Program</i>	\$ 1,800,000						\$ 1,800,000
<i>STIP</i>							\$ -
<i>Measure A/Local</i>	\$ 5,930,000						\$ 5,930,000
							\$ 16,400,000
4th Street Widening							
<i>Measure T Regional</i>	\$ 2,024,000			\$ 846,000			\$ 2,870,000
<i>Flexible Program</i>	\$ 3,358,000						\$ 3,358,000
<i>STIP</i>	\$ 5,148,000						\$ 5,148,000
							\$ 11,376,000
SR 41 Passing Lanes							
<i>Measure T Regional</i>	\$ 2,203,000		\$ 2,206,000				\$ 4,409,000
<i>Flexible Program</i>	\$ 4,374,000						\$ 4,374,000
<i>STIP</i>			\$ 11,047,000				\$ 11,047,000
							\$ 19,830,000
SR 99 Widening – Ave 12 to Ave 17							
<i>Flexible Program</i>		\$ 2,250,000			\$ 1,350,000	\$ 1,250,000	\$ 4,850,000
<i>STIP</i>					\$ 1,545,000		\$ 1,545,000
							\$ 6,395,000
<i>Measure T Total</i>	\$ 27,606,000	\$ 8,650,000	\$ 2,206,000	\$ 846,000	\$ 1,350,000	\$ 1,250,000	\$ 41,908,000
<i>Yearly Total</i>	\$ 61,507,000	\$ 59,052,000	\$ 13,253,000	\$ 846,000	\$ 11,895,000	\$ 6,250,000	\$ 152,803,000

***Measure T Projects Programmed in Regional Program Phase II**

	<u>2014/15</u>	<u>2015/16</u>	<u>2016/17</u>	<u>2017/18</u>	<u>2018/19</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector							
<i>Measure T Regional</i>			\$ 405,000		\$ 3,675,000		\$ 4,080,000
<i>Flexible Program</i>	\$ 300,000	\$ 600,000	\$ 405,000		\$ 2,115,000		\$ 3,420,000
							\$ 7,500,000
SR 233 Interchange Improvements							
<i>Measure T Regional</i>						\$ 7,600,000	\$ 7,600,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000	\$ 700,000			\$ 3,000,000	\$ 4,900,000
<i>Other</i>						\$ 2,500,000	\$ 2,500,000
							\$ 15,000,000
Road 200 Phase III							
<i>Measure T Regional</i>						\$ 2,700,000	\$ 2,700,000
<i>Flexible Program</i>						\$ 2,800,000	\$ 2,800,000
							\$ 5,500,000
Ave 7 Reconstruction							
<i>Measure T Regional</i>						\$ 4,800,000	\$ 4,800,000
<i>Flexible Program</i>						\$ 4,988,000	\$ 4,988,000
							\$ 9,788,000
Cleveland Avenue Widening							
Measure T Regional						\$ 1,600,000	\$ 1,600,000
Flexible Program						\$ 1,800,000	\$ 1,800,000
Other						\$ 350,000	\$ 350,000
							\$ 3,750,000
Gateway Avenue Widening							
Measure T Regional						\$ 2,940,000	\$ 2,940,000
Flexible Program						\$ 3,160,000	\$ 3,160,000
Other						\$ 2,500,000	\$ 2,500,000
							\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,500,000	\$ 1,510,000	\$ 0	\$ 5,790,000	\$ 35,388,000	\$ 44,788,000
Yearly Total	\$ 600,000	\$ 1,500,000	\$ 1,510,000	\$ 0	\$ 5,790,000	\$ 40,738,000	\$ 50,138,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2017/18



<i>Commute Corridors/Farm to Market(Regional)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$0	\$0	\$1,158,082	\$1,158,082

Project	Budget
Ave 26 Rehab (Reserve for FLAP match)	\$ 1,158,082

Total Projects	\$ 1,158,082
Balance	\$ -

<i>Safe Routes to School & Jobs (Local)</i>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$0	\$0	\$602,202	\$602,202

Project	Budget
Overlays	\$ 400,000
Chip Seal	\$ 202,202
Other Seals	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ -

Total Projects	\$ 602,202
Balance	\$ -

<u>County Maintenance Districts</u>	\$0	\$0	\$405,328	\$405,328
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Project	Budget
Overlays	\$ 300,000
Chip Seal	\$ 105,328
Dust Mitigation	\$ -
Misc. Road Maintenance	\$ -
Reserve for Next Fiscal Year	\$ -

Total Projects	\$ 405,328
Balance	\$ -

Flexible Program\$0 \$0 \$1,007,531 **\$1,007,531**

Project	Budget
<i>MCTA Impound for Matching</i>	\$ 1,007,531
Total Projects <u>\$ 1,007,531</u>	
<i>Balance</i> \$ -	

ADA Compliance\$0 \$0 \$23,161 **\$23,161**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 23,161
Total Projects <u>\$ 23,161</u>	
<i>Balance</i> \$ -	

Transit Enhancement Program (Public)Carryover Excess Allocation Available
\$0 \$0 \$84,769 **\$84,769**

Project	Budget
<i>TEP Projects</i>	\$ 84,769
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects <u>\$ 84,769</u>	
<i>Balance</i> \$ -	

ADA / Seniors / Paratransit\$0 \$0 \$7,874 **\$7,874**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 7,874
Total Projects <u>\$ 7,874</u>	
<i>Balance</i> \$ -	

Environmental Enhancement ProgramCarryover Excess Allocation Available**Total for all Sub-programs**\$0 \$0 \$92,646 **\$92,646**

Project	Budget
<i>Various Projects Match</i>	\$ 92,646
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects <u>\$ 92,646</u>	
<i>Balance</i> \$ -	

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2016/17



Commute Corridors/Farm to Market (Regional)

Rehab, Reconstruct, Maintenance Program \$0 \$0 \$981,847 **\$981,847**

Project	Budget
<i>Seals & AC Overlays Arterials/Collectors</i>	\$ 300,000
<i>Olive Ave. Widening – Gateway to Knox</i>	\$ 681,847
Total Projects	<u>\$ 981,847</u>
<i>Balance</i>	<u>\$ -</u>

Safe Routes to School & Jobs (Local)

Street Maintenance Program \$0 \$0 \$510,561 **\$510,561**

Project	Budget
<i>Overlays</i>	\$ -
<i>Surface Seal, General Maintenance</i>	\$ 510,561
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	<u>\$ 510,561</u>
<i>Balance</i>	<u>\$ -</u>

Supplemental Street Maintenance Program \$0 \$0 \$343,647 **\$343,647**

Project	Budget
<i>Overlays</i>	\$ -
<i>Surface Seal, General Maintenance</i>	\$ 343,647
<i>Other Seals</i>	\$ -
<i>Patching/Street Maintenance</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	<u>\$ 343,647</u>
<i>Balance</i>	<u>\$ -</u>

Flexible Program\$0 \$0 \$854,207 **\$854,207**

Project	Budget
<i>MCTA Impound for matching</i>	\$ 854,207
Total Projects	\$ 854,207
<i>Balance</i>	\$ -

ADA, Seniors, Paratransit\$0 \$0 \$19,637 **\$19,637**

Project	Budget
<i>ADA Walkability/Sidewalks</i>	\$ 19,637
Total Projects	\$ 19,637
<i>Balance</i>	\$ -

Transit Enhancement Program**Carryover** **Excess** **Allocation** **Available**\$0 \$0 \$71,870 **\$71,870**

Project	Budget
<i>Transit & PW Facility, Trans 1</i>	\$ 71,870
Total Projects	\$ 71,870
<i>Balance</i>	\$ -

ADA / Seniors / Paratransit\$0 \$0 \$6,677 **\$6,677**

Project	Budget
<i>Transit & PW Facility, Trans 1</i>	\$ 6,677
Total Projects	\$ 6,677
<i>Balance</i>	\$ -

Environmental Enhancement Program**Carryover** **Excess** **Allocation** **Available****Total for all Sub-programs**\$0 \$0 \$78,548 **\$78,548**

Project	Budget
<i>Torres Alley Way Alley Paving</i>	\$ 15,000
<i>Storey Rd Shoulder Paving</i>	\$ 4,000
<i>Alley Paving, Various Locations</i>	\$ 59,548
Total Projects	\$ 78,548
<i>Balance</i>	\$ -

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2016/17



Interprogram Loan

Amount
\$ 1,575,000

Loan Payback Payment for FY 17/18: \$159,303.38

Rehab, Reconstruct, Maintenance Program	94,130
Street Maintenance Program	48,948
Supplemental Street Maintenance Program	16,225
Flexible Program	0
	<u>\$ 159,303</u>

<u>Project</u>	<u>Budget</u>
<i>Spent on projects in 2010/11(Balance Remaining)</i>	\$ 0
Rehab, Reconstruct, Maintenance Program	-930,646
Street Maintenance Program	-483,935
Supplemental Street Maintenance Program	-160,419
	<u>\$ -</u>

Commute Corridors/Farm to Market (Regional)

<u>Carryover</u>	<u>Excess</u>	<u>Loan</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$549,060	\$0	\$185,070	\$734,130

<u>Project</u>	<u>Budget</u>
<i>Reserved for future projects</i>	\$ 640,000
<i>Loan payment</i>	\$ 94,130
Total Projects	<u>\$ 183,770</u>
<i>Balance</i>	\$ -

Safe Routes to School & Jobs (Local)

Carryover

Excess

Loan

Allocation

Available

Street Maintenance Program

\$206,795

\$0

\$0

\$96,236

\$303,031

Project

Budget

Overlays	\$ -
Chip Seal	\$ -
Other Seals	\$ -
Patching/Street Maintenance/Operations	\$ 303,031
Equipment/Asphalt Roller	\$ -
Loan Repayment	\$ 48,948
Reserve for Next Fiscal Year	\$ -
Total Projects	<u>\$ 303,031</u>
Balance	\$ -

Supplemental Street Maintenance Program

\$240,468

\$0

\$0

\$64,775

\$305,243

Project

Budget

Overlays	\$ -
Chip Seal	\$ -
Other Seals	\$ -
Patching/Street Maintenance/Operations	\$ 289,018
Loan Repayment	\$ 16,225
Reserve for Next Fiscal Year	\$ -
Total Projects	<u>\$ 305,243</u>
Balance	\$ -

Flexible Program

\$682,705

\$0

\$0

\$161,011

\$843,716

Project

Budget

Impound for MCTA Matching Projects	\$ 161,011
Pavement Mgmt Plan/Env Quality Master Plan	\$ 400,705
Fuller Street Project	\$ 282,000
Total Projects	<u>\$ 843,716</u>
Balance	\$ -

<u>ADA Compliance</u>	\$29,971	\$0	\$0	\$3,701	\$33,672
Project	Budget				
Curb Cuts to Remove Barriers/sidewalk ramps	\$ 33,672				
Total Projects	\$ 33,672				
Balance	\$ -				

<u>Transit Enhancement Program (Public)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
	\$78,401	\$0	\$13,550	\$91,951
Project	Budget			
CATX	\$ 91,951			
Total Projects	\$ 13,450			
Balance	\$ -			

<u>ADA / Seniors / Paratransit</u>	\$9,646	\$0	\$1,258	\$10,904
Project	Budget			
CATX	\$ 10,904			
Total Projects	\$ 10,904			
Balance	\$ -			

<u>Environmental Enhancement Program</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Total for all Sub-programs</u>	\$71,569	\$0	\$14,806	\$86,375
Project	Budget			
Environmental Mitigation/Air Quality Projects	\$ 86,375			
Total Projects	\$ 86,375			
Balance	\$ -			

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REPORTS

End of Year Reports

(THE END OF YEAR REPORTS WILL BE UPDATED IN THE FINAL VERSION)

Madera County Transportation Authority



MEASURE T

2011-12 Expenditure Summary

Madera County Transportation Authority

Program	Allocated Budget	Total Expenditures	% Spent	Balance Remaining	Other Funds Leveraged
Commuter Corridors/Farm to Market (Regional)	\$ 11,960,939.00	\$ 9,290,815.43	77.68%	\$ 2,670,123.57	\$ -
Safe Routes to School & Jobs (Local)	\$ 6,956,677.00	\$ 692,856.34	9.96%	\$ 6,263,820.66	\$ -
Administration	\$ 103,142.00	\$ 69,636.29	67.51%	\$ 33,505.71	\$ -

\$ 19,020,758.00 \$ 10,053,308.06 52.85%

MEASURE T

2011-12 Expenditure Detail Madera County Transportation Authority

Program	11-12 "T" Budget	Actual Expenditures	Total	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market	\$ 11,960,939.00	\$ 9,290,815.43	\$ 9,290,815.43	77.68%	\$ 2,670,123.57	\$ -	
<i>Regional Streets & Highways Program</i>							
Ellis Ave Overcrossing	\$ 8,670,000.00	\$ 8,099,876.43	\$ 8,099,876.43	93.42%	\$ 570,123.57	\$ -	
PS&E	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
ROW	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
CON	\$ 8,670,000.00	\$ 8,099,876.43	\$ 8,099,876.43	93.42%	\$ 570,123.57	\$ -	
4th Street Widening	\$ 1,610,000.00	\$ -	\$ -	0.00%			
PS&E	\$ -	\$ -	\$ -	0.00%			
ROW	\$ -	\$ -	\$ -	0.00%			
CON	\$ 1,610,000.00	\$ -	\$ -	0.00%			
SR 41 Passing Lanes	\$ 2,100,000.00	\$ -	\$ -	0.00%	\$ 2,100,000.00	\$ -	
PS&E	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
ROW	\$ 2,100,000.00	\$ -	\$ -	0.00%	\$ 2,100,000.00	\$ -	
CON	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
Debt Service	\$ 1,190,939.00	\$ 1,190,939.00	\$ 1,190,939.00	100.00%	\$ -	\$ -	
PS&E	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
ROW	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
CON	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
Safe Routes to School & Jobs	\$ 6,956,677.00	\$ 692,856.34	\$ 692,856.34	9.96%	\$ 6,263,820.66	\$ -	
<i>Flexible</i>	\$ 6,956,677.00	\$ 692,856.34	\$ 692,856.34	9.96%	\$ 6,263,820.66	\$ -	
Administration	\$ 103,142.00	\$ 69,636.29	\$ 69,636.29	67.51%	\$ 33,505.71	\$ -	
<i>Salaries & Benefits</i>	\$ 53,142.00	\$ 43,011.19	\$ 43,011.19	80.94%	\$ 10,130.81	\$ -	
<i>Fin Asst/Audits</i>	\$ 25,000.00	\$ 20,667.50	\$ 20,667.50	82.67%	\$ 4,332.50	\$ -	
<i>Other</i>	\$ 25,000.00	\$ 5,957.60	\$ 5,957.60	23.83%	\$ 19,042.40	\$ -	

End of Year Reports

County of Madera



MEASURE T

2011-12 Expenditure Summary County of Madera

Program	Allocated Budget	Actual Expenditures	Total	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/ Farm to Market (Regional)	\$ 1,790,871.00	\$ 171,813.94	\$ 171,813.94	9.59%	\$ 1,619,057.06	\$ -
Safe Routes to School & Jobs (Local)	\$ 2,424,551.00	\$1,199,319.82	\$1,199,319.82	49.47%	\$ 1,225,231.18	\$ -
Transit Enhancement (Public)	\$ 199,023.00	\$ -	\$ -	0.00%	\$ 199,023.00	\$ -
Environmental Enhancement	\$ 108,827.00	\$ 1,528.21	\$ 1,528.21	1.40%	\$ 107,298.79	\$ -

\$ 4,523,272.00

\$ 1,372,661.97 30.35%

		11-12 "T" Budget	Actual Expenditures	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commute Corridors/Farm to Market		\$ 1,790,871.00	\$ 171,813.94	9.59%	\$ 1,619,057.06		
<i>Regional Rehab</i>							
1	Project 5612 Rd 600 Bridge Rehab @ Madera Canal	\$ 50,000.00	\$ 199.83	0.40%	\$ 49,800.17	\$ -	
2	PS&E	\$ 50,000.00	\$ 199.83	0.40%	\$ 49,800.17	\$ -	
3	ROW		\$ -	0.00%	\$ -	\$ -	
4	CON	\$ -	\$ -	0.00%	\$ -	\$ -	
1	Project 5650 Road 206 Rehab from Rd 145 to Bridge	\$ 400,000.00	\$ 994.90	0.25%	\$ 399,005.10	\$ -	
2	PS&E	\$ -	\$ 994.90	#DIV/0!	\$ (994.90)	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 400,000.00	\$ -	0.00%	\$ 400,000.00	\$ -	
1	Misc Rehab/Overlay/Maint	\$ 1,000,000.00	\$ 170,619.21	17.06%	\$ 829,380.79	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 1,000,000.00	\$ 170,619.21	17.06%	\$ 829,380.79	\$ -	
1	Reserve Funds	\$ 340,871.00	\$ -	0.00%	\$ 340,871.00	\$ -	
2	PS&E	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 340,871.00	\$ -	0.00%	\$ 340,871.00	\$ -	
Safe Routes to School & Jobs		\$ 2,424,551.00	\$ 1,199,319.82	49.47%	\$ 1,225,231.18	\$ -	
<i>Street Maintenance</i>							
1	Overlays/Rehab: 5638, 5644	\$ 1,466,946.00	\$ 508,335.00	34.65%	\$ 958,611.00	\$ -	
2	Chip Seals: 5606	\$ 365,000.00	\$ 158,924.50	43.54%	\$ 206,075.50	\$ -	
4	Patching (Misc): 5649, 5647	\$ 101,946.00	\$ 182,946.51	179.45%	\$ (81,000.51)	\$ -	
<i>County Maintenance Districts</i>							
1	Overlays: 5639, 5640, 5641, 5642, 5643, 5645	\$ 780,000.00	\$ 690,984.82	88.59%	\$ 89,015.18		
2	Chip Seals	\$ 100,000.00		0.00%	\$ 100,000.00		
3	Other Seals			0.00%	\$ -		
4	Patching (Misc)	\$ 30,872.00		0.00%	\$ 30,872.00		
1	Flexible	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Overlays			0.00%	\$ -		
3	Chip Seals			0.00%	\$ -		
4	Other Seals			0.00%	\$ -		
5	Patching			0.00%	\$ -		
	Other			0.00%	\$ -		
1	ADA Compliance	\$ 46,733.00	\$ -	0.00%	\$ 46,733.00	\$ -	
Transit Enhancement		\$ 199,023.00	\$ -	0.00%	\$ 199,023.00	\$ -	
1	TEP	\$ 167,593.00	\$ -	0.00%	\$ 167,593.00	\$ -	
2	Operating - Service Expansion	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Capital - Buses	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Facilities	\$ 137,593.00		0.00%	\$ 137,593.00	\$ -	
5	Other Public Transit-Related Projects	\$ 30,000.00	\$ -	0.00%	\$ 30,000.00		
1	ADA/Seniors/Paratransit	\$ 31,430.00	\$ -	0.00%	\$ 31,430.00	\$ -	
Environmental Enhancement		\$ 108,827.00	\$ 1,528.21	1.40%	\$ 107,298.79	\$ -	
1	Air Quality:	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Bicycle/Pedestrian Facilities: Ave 12 Sidewalk (5611), SR2S (562	\$ 108,827.00	\$ 1,528.21	1.40%	\$ 107,298.79		
3	Car/Van Pools:	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Air Quality Projects:	\$ -	\$ -	0.00%	\$ -	\$ -	

MEASURE T
2011-12 Program Notes
County of Madera

Commute Corridors/Farm to Market	
	<i>Regional Rehab</i>
1	Project 5612 Rd 600 Bridge Rehab @ Madera C
2	PS&E
3	ROW
4	CON
	Project has been added to the Highway Bridge Program and is now being paid for using Federal HBP funds; will be removed from Measure T program
1	Project 5650 Road 206 Rehab from Rd 145 to E
2	PS&E
3	ROW
4	CON
	Project scheduled to be constructed in September 2012 with use of Measure T and Table Mountain Rancheria funds
1	
2	PS&E
3	ROW
4	CON
1	
2	PS&E
3	ROW
4	CON
1	
2	PS&E
3	ROW
4	CON
1	
2	PS&E
3	ROW
4	CON
Safe Routes to School & Jobs	
1	<i>Street Maintenance</i>
2	Overlays
3	Chip Seals
4	Other Seals
5	Patching
	<i>County Maint. District, Suppl. Maint.</i>
1	Overlays
2	Chip Seals
3	Other Seals
4	Patching
1	<i>Flexible</i>
2	Overlays
3	Chip Seals
4	Other Seals
5	Patching
	<i>Other</i>
1	<i>ADA Compliance</i>
Transit Enhancement	
1	<i>TEP</i>
2	Operating - Service Expansion
3	Capital - Buses
4	Facilities
5	Other Public Transit-Related Projects
1	<i>ADA/Seniors/Paratransit</i>

End of Year Reports

City of Madera



MEASURE T

2011-12 Expenditure Summary City of Madera

Program	Allocated Budget	Actual Expenditures	Total	% Spent	Balance Remaining	Other Funds Leveraged
Commuter Corridors/Farm to Market (Regional)	\$ 2,404,642.00	\$ 200,967.22	\$ 200,967.22	8.36%	\$ 2,203,674.78	\$ 1,363,879.65
Safe Routes to School & Jobs (Local)	\$ 5,510,298.02	\$ 2,273,907.75	\$ 2,273,907.75	41.27%	\$ 3,236,390.27	\$ -
Transit Enhancement (Public)	\$ 266,313.00	\$ 100,486.67	\$ 100,486.67	37.73%	\$ 165,826.33	\$ 106,000.00
Environmental Enhancement	\$ 159,260.00	\$ 6,905.08	\$ 6,905.08	4.34%	\$ 152,354.92	\$ -

\$ 8,340,513.02

\$ 2,582,266.72 30.96%

MEASURE T
2011-12 Expenditure Detail
City of Madera

	11-12 "T" Budget	Actual Expenditures	Total	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commuter Corridors/Farm to Market	\$ 2,404,642.00	\$ 200,967.22	\$ 200,967.22	8.36%	\$ 2,203,674.78	\$ 1,363,879.65	
<i>Regional Rehab</i>							
1 Street Resurfacing:Granada Dr-Howard to Sunset	\$ 30,000.00	\$ 122,423.62	\$ 122,423.62	408.08%	\$ (92,423.62)	\$ 121,187.80	Prop 1B/SLPP
2 PS&E	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4 CON	\$ 30,000.00	\$ 122,423.62	\$ 122,423.62	408.08%	\$ (92,423.62)	\$ 121,187.80	Prop 1B/SLPP
1 St. Rehab: Sherwood, "D" and Lake St.	\$ 50,000.00	\$ 3,137.29	\$ 3,137.29	6.27%	\$ 46,862.71	\$ -	
2 PS&E	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4 CON	\$ 50,000.00	\$ 3,137.29	\$ 3,137.29	6.27%	\$ 46,862.71	\$ -	
1 Pine/4th St. Howard to "K" , R-25	\$ 820,000.00	\$ 4,761.89	\$ 4,761.89	0.58%	\$ 815,238.11	\$ 567,000.00	Prop 1B/SLPP
2 PS&E	\$ -	\$ 4,761.89	\$ -		\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4 CON	\$ 820,000.00	\$ -	\$ -		\$ -	\$ 567,000.00	Prop 1B/SLPP
1 Street Resurfacing: D St. and Almond Ave	\$ 303,000.00	\$ 168.15	\$ 168.15	0.06%	\$ 302,831.85	\$ 273,000.00	Prop 1B/SLPP
2 PS&E	\$ -	\$ 168.15	\$ -		\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4 CON	\$ 303,000.00	\$ -	\$ -		\$ -	\$ 273,000.00	Prop 1B/SLPP
1 Street Resurfacing: Gateway Drive - Olive to SO 9th	\$ 236,000.00	\$ -	\$ -	0.00%	\$ 236,000.00	\$ 206,000.00	Prop 1B/SLPP
2 PS&E	\$ -	\$ -	\$ -		\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4 CON	\$ 236,000.00	\$ -	\$ -		\$ -	\$ 206,000.00	Prop 1B/SLPP
1 Bridge @ Schnoor and Cleveland B-1	\$ 20,000.00	\$ 263.80	\$ 263.80	1.32%	\$ 19,736.20	\$ -	
2 PS&E	\$ -	\$ -	\$ -		\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4 CON	\$ 20,000.00	\$ 263.80	\$ 263.80	1.32%	\$ 19,736.20	\$ -	
1 St. Resurfacing: Pecan/Storey/Sunset/Tozer/Ellis	\$ -	\$ 70,212.47	\$ 70,212.47	#DIV/0!	\$ (70,212.47)	\$ 196,691.85	Prop 1B/SLPP
2 PS&E	\$ -	\$ -	\$ -		\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4 CON	\$ -	\$ 70,212.47	\$ 70,212.47		\$ (70,212.47)	\$ 196,691.85	Prop 1B/SLPP
1 Olive Ave/Gateway to Roosevelt	\$ 945,642.00	\$ -	\$ -	0.00%	\$ 945,642.00	\$ -	
2 PS&E	\$ -	\$ -	\$ -		\$ -	\$ -	
3 ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4 CON	\$ 945,642.00	\$ -	\$ -		\$ 945,642.00	\$ -	
Safe Routes to School & Jobs	\$ 777,576.00	\$ 200,856.00	\$ 200,856.00	25.83%	\$ 576,720.00	\$ -	
<i>Street Maintenance</i>							
1 Street Maintenance	\$ 400,574.00	\$ -	\$ -	0.00%	\$ 400,574.00	\$ -	
2 Overlays	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3 Chip Seals	\$ 200,287.00	\$ -	\$ -	0.00%	\$ 200,287.00	\$ -	
4 Other Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
5 Patching (Misc)	\$ 200,287.00	\$ -	\$ -	0.00%	\$ 200,287.00	\$ -	
<i>Street Supplemental Maintenance</i>							
1 Street Supplemental Maintenance	\$ 330,960.00	\$ 200,000.00	\$ 200,000.00	60.43%	\$ 130,960.00	\$ -	
2 Overlays	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3 Chip Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4 Other Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
5 Patching (Misc)	\$ 330,960.00	\$ 200,000.00	\$ 200,000.00	60.43%	\$ 130,960.00	\$ -	
<i>Other Seals</i>							
1 Flexible	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
2 Other Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3 Patching	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
1 ADA Compliance-Sidewalk Repair	\$ 46,042.00	\$ 856.00	\$ 856.00	1.86%	\$ 45,186.00	\$ -	
Transit Enhancement	\$ 266,313.00	\$ 100,486.67	\$ 100,486.67	37.73%	\$ 165,826.33	\$ 106,000.00	
<i>TEP</i>							
1 TEP	\$ 243,613.00	\$ 100,486.67	\$ 100,486.67	41.25%	\$ 143,126.33	\$ 106,000.00	
<i>Operating - Service Expansion</i>							
2 Operating - Service Expansion	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
<i>Bus Shelters Capital Enhancements</i>							
3 Bus Shelters Capital Enhancements	\$ 187,613.00	\$ 14,529.47	\$ 14,529.47	7.74%	\$ 173,083.53	\$ 106,000.00	5307 Grant
<i>CNG Fueling System</i>							
4 CNG Fueling System	\$ 56,000.00	\$ 56,000.00	\$ 56,000.00	100.00%	\$ -	\$ -	
<i>Other Public Transit-Related Projects</i>							
5 Other Public Transit-Related Projects	\$ -	\$ 29,957.20	\$ 29,957.20		\$ (29,957.20)	\$ -	
<i>ADA/Seniors/Paratransit</i>							
ADA/Seniors/Paratransit	\$ 22,700.00	\$ -	\$ -	0.00%	\$ 22,700.00	\$ -	
Environmental Enhancement	\$ 159,260.00	\$ 6,905.08	\$ 6,905.08	4.34%	\$ 152,354.92	\$ -	
<i>Air Quality</i>							
1 Air Quality	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
<i>Bicycle/Pedestrian Facilities</i>							
2 Bicycle/Pedestrian Facilities	\$ 79,630.00	\$ 6,905.08	\$ 6,905.08	8.67%	\$ 72,724.92	\$ -	
<i>Car/Van Pools</i>							
3 Car/Van Pools	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
<i>ADA Concrete Projects</i>							
4 ADA Concrete Projects	\$ 79,630.00	\$ -	\$ -	0.00%	\$ 79,630.00	\$ -	

MEASURE T
2011-12 Program Notes
City of Madera

<u>Commute Corridors/Farm to Market</u>		
<i>Regional Rehab</i>		
1	Street Resurfacing: Granada Dr-Howard-Sunset	Completed -Asphalt paving overlay
2	PS&E	Construction work completed - Final Closeout in process, and Expenditure Report and final reimbursement sent to Caltrans
3	ROW	
4	CON	
1	St. Rehab: Sherwood, "D", and Lake St.	Construction work completed - Final Closeout in process, and Expenditure Report and final reimbursement sent to Caltrans
2	PS&E	
3	ROW	In progress
4	CON	
1	Pine and 4th St/Howard to K St	Asphalt paving on 4th St/Pine Street - Construct ADA returns and sidewalks on Pine St, Howard to 4th St, and Pine St to Sunset Ave.
2	PS&E	90% Plans and Specifications complete with minor design modification
3	ROW	In progress
4	CON	
1	Street Resurfacing: "D" St. and Almond Ave	Asphalt Paving/Overlay
2	PS&E	On-going design process
3	ROW	Request for Allocation submitted to Caltrans 8/27/12
4	CON	
1	Street Resurfacing: "D" St. and Almond Ave	Asphalt Paving/Overlay
2	PS&E	On-going design process
3	ROW	Request for Allocation submitted to Caltrans 8/30/12
4	CON	
1	Bridge @ Schnoor and Cleveland Ave	Plans and Specification submitted to Caltrans for review and approval
2	PS&E	
3	ROW	
4	CON	
1	St. Resurfacing: Pecan/Storey/Sunset/Tozer/Ellis	Completed -Asphalt paving overlay
2	PS&E	Construction work completed - Final Closeout in process, and Expenditure Report and final reimbursement sent to Caltrans
3	ROW	
4	CON	
1	Olive Ave/Gateway to Roosevelt	Widening of Olive Ave to 4 lanes for Arterial Street Standards and widen street section crossing UPRR
2	PS&E	Preliminary Field Review performed
3	ROW	
4	CON	
<u>Safe Routes to School & Jobs</u>		
<i>Street Maintenance</i>		
1	Overlays	
2	Chip Seals	
3	Other Seals	
4	Patching	
5		
<i>Street Supplemental Maintenance</i>		
1	Overlays	
2	Chip Seals	
3	Other Seals	
4	Patching	
<i>Flexible</i>		
1	Overlays	
2	Chip Seals	
3	Other Seals	
4	Patching	
5	Other	
1	<i>ADA Compliance</i>	
<u>Transit Enhancement</u>		
<i>TEP</i>		
1	Operating - Service Expansion	
2	Capital - Buses	
3	Facilities	
4	Other Public Transit-Related Projects	
5		
1	ADA/Seniors/Paratransit	
<u>Environmental Enhancement</u>		
1	Air Quality	
2	Bicycle/Pedestrian Facilities	
3	Car/Van Pools	
4	Other Air Quality Projects	

End of Year Reports

City of Chowchilla



MEASURE T

2011-12 Expenditure Summary City of Chowchilla

Program	Allocated Budget	Actual Expenditures	Total	% Spent	Balance Remaining	Other Funds Leveraged
Commute Corridors/Farm to Market (Regional)	\$1,203,000.00	\$ 130,490.95	\$130,490.95	10.85%	\$ 1,072,509.05	\$961,187.80
Safe Routes to School & Jobs (Local)	\$ 925,298.02	\$ 200,856.00	\$200,856.00	21.71%	\$ 724,442.02	\$ -
Transit Enhancement (Public)	\$ 266,313.00	\$ 100,486.67	\$100,486.67	37.73%	\$ 165,826.33	\$106,000.00
Environmental Enhancement	\$ 159,260.00	\$ 6,905.08	\$ 6,905.08	4.34%	\$ 152,354.92	\$ -

\$ 2,553,871.02

\$ 438,738.70 17.18%

MEASURE T

2011-12 Expenditure Detail City of Chowchilla

		11-12 "T" Budget	Actual Expenditures	Total	% Spent	Balance Remaining	Other Funds Leveraged	Source of Leveraged Funds
Commuter Corridors/Farm to Market		\$ 1,203,000.00	\$ 130,490.95	\$ 130,490.95	10.85%	\$ 1,072,509.05	\$961,187.80	
<i>Regional Rehab</i>								
1	Project A	\$ 30,000.00	\$ 122,423.62	\$ 122,423.62	408.08%	\$ (92,423.62)	\$ 121,187.80	
2	PS&E	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 30,000.00	\$ 122,423.62	\$ 122,423.62	408.08%	\$ (92,423.62)	\$ 121,187.80	Prop 1B/SLPP
1	Project B	\$ 50,000.00	\$ 3,137.29	\$ 3,137.29	6.27%	\$ 46,862.71	\$ -	
2	PS&E	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3	ROW	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4	CON	\$ 50,000.00	\$ 3,137.29	\$ 3,137.29	6.27%	\$ 46,862.71	\$ -	
1	Project C	\$ 820,000.00	\$ 4,761.89	\$ 4,761.89	0.58%	\$ 815,238.11	\$ 567,000.00	
2	PS&E	\$ -	\$ 4,761.89	\$ 4,761.89		\$ -	\$ -	
3	ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4	CON	\$ 820,000.00	\$ -	\$ -		\$ -	\$ 567,000.00	Prop 1B/SLPP
1	Project D	\$ 303,000.00	\$ 168.15	\$ 168.15	0.06%	\$ 302,831.85	\$ 273,000.00	
2	PS&E	\$ -	\$ 168.15	\$ 168.15		\$ -	\$ -	
3	ROW	\$ -	\$ -	\$ -		\$ -	\$ -	
4	CON	\$ -	\$ -	\$ -		\$ -	\$ 273,000.00	Prop 1B/SLPP
Safe Routes to School & Jobs		\$ 925,298.02	\$ 200,856.00	\$ 200,856.00	21.71%	\$ 724,442.02	\$ -	
1	Street Maintenance	\$ 400,574.00	\$ -	\$ -	0.00%	\$ 400,574.00	\$ -	
2	Overlays	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ 200,287.00	\$ -	\$ -	0.00%	\$ 200,287.00	\$ -	
4	Other Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ 200,287.00	\$ -	\$ -	0.00%	\$ 200,287.00	\$ -	
1	Supplemental Street Maint.	\$ 330,960.00	\$ 200,000.00	\$ 200,000.00	60.43%	\$ 130,960.00	\$ -	
2	Overlays	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
6	Other	\$ 330,960.00	\$ 200,000.00	\$ 200,000.00	60.43%	\$ 130,960.00	\$ -	
1	Flexible	\$ 147,722.02	\$ -	\$ -	0.00%	\$ 147,722.02	\$ -	
2	Overlays	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Chip Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4	Other Seals	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
5	Patching (Misc)	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
6	Other	\$ 147,722.02	\$ -	\$ -	0.00%	\$ 147,722.02	\$ -	
1	ADA Compliance-Sidewalk Repair	\$ 46,042.00	\$ 856.00	\$ 856.00	1.86%	\$ 45,186.00	\$ -	
Transit Enhancement		\$ 266,313.00	\$ 100,486.67	\$ 100,486.67	37.73%	\$ 165,826.33	\$106,000.00	
1	TEP	\$ 243,613.00	\$ 100,486.67	\$ 100,486.67	41.25%	\$ 143,126.33	\$ 106,000.00	
2	Operating - Service Expansion	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
3	Bus Shelters Capital Enhancements	\$ 187,613.00	\$ 14,529.47	\$ 14,529.47	7.74%	\$ 173,083.53	\$ 106,000.00	5307 Grant
4	CNG Fueling System	\$ 56,000.00	\$ 56,000.00	\$ 56,000.00	100.00%	\$ -	\$ -	
5	Other Public Transit-Related Projects	\$ -	\$ 29,957.20	\$ 29,957.20		\$ (29,957.20)	\$ -	
	ADA/Seniors/Paratransit	\$ 22,700.00	\$ -	\$ -	0.00%	\$ 22,700.00	\$ -	
Environmental Enhancement		\$ 159,260.00	\$ 6,905.08	\$ 6,905.08	4.34%	\$ 152,354.92	\$ -	
1	Air Quality	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
2	Bicycle/Pedestrian Facilities	\$ 79,630.00	\$ 6,905.08	\$ 6,905.08	8.67%	\$ 72,724.92	\$ -	
3	Car/Van Pools	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4	ADA Concrete Projects	\$ 79,630.00	\$ -	\$ -	0.00%	\$ 79,630.00	\$ -	

MEASURE T

2011-12 Program Notes
City of Madera

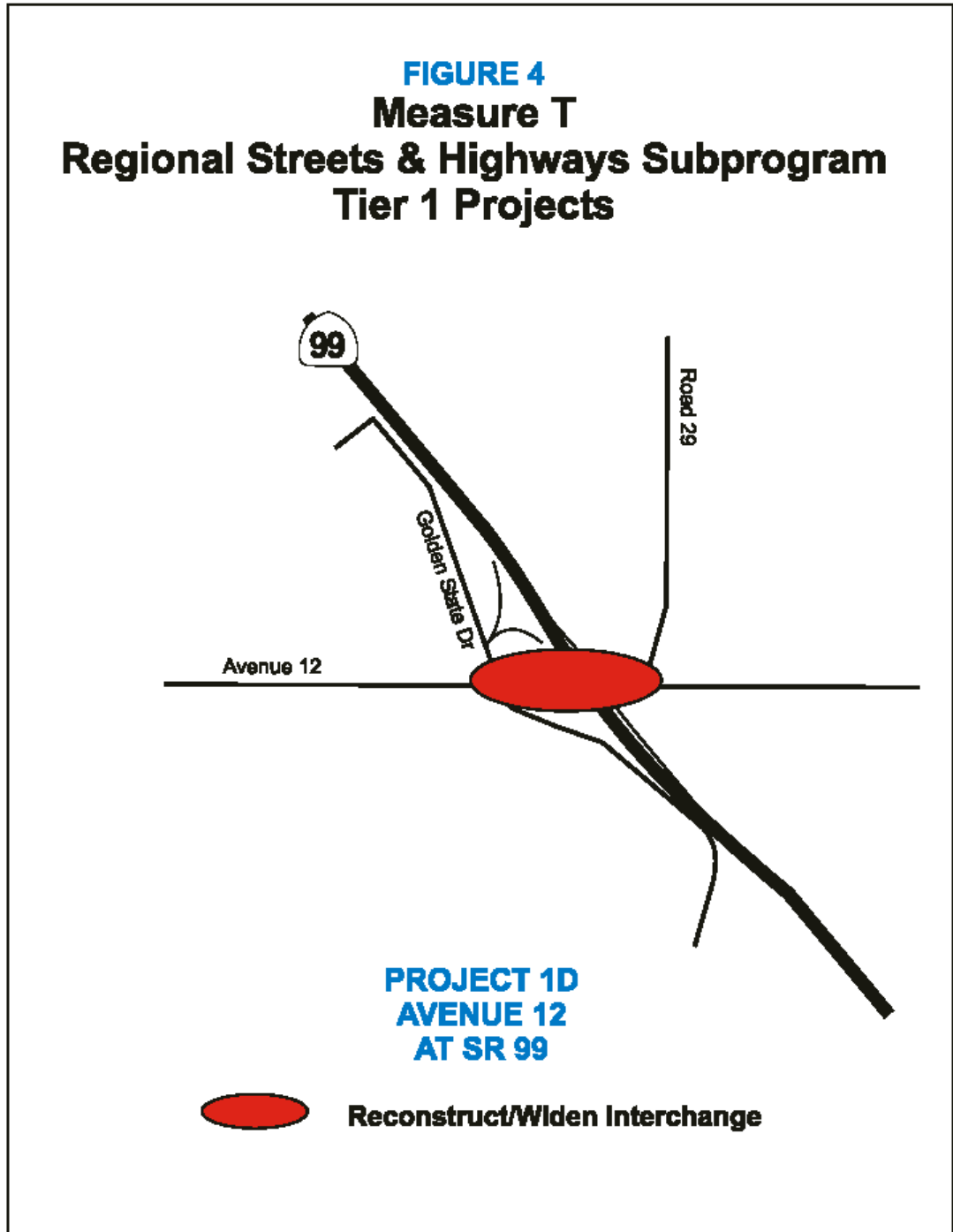
Commute Corridors/Farm to Market		
<i>Regional Rehab</i>		
1	Street Resurfacing: Granada Dr-Howard-Sunset	Completed -Asphalt paving overlay
2	PS&E	Construction work completed - Final Closeout in process, and Expenditure Report and final reimbursement sent to Caltrans
3	ROW	
4	CON	
1	St. Rehab: Sherwood, "D", and Lake St.	Construction work completed - Final Closeout in process, and Expenditure Report and final reimbursement sent to Caltrans
2	PS&E	
3	ROW	In progress
4	CON	
1	Pine and 4th St/Howard to K St	Asphalt paving on 4th St/Pine Street - Construct ADA returns and sidewalks on Pine St, Howard to 4th St, and Pine St to Sunset Ave.
2	PS&E	90% Plans and Specifications complete with minor design modification
3	ROW	In progress
4	CON	
1	Street Resurfacing: "D" St. and Almond Ave	Asphalt Paving/Overlay
2	PS&E	On-going design process
3	ROW	Request for Allocation submitted to Caltrans 8/27/12
4	CON	
1	Street Resurfacing: "D" St. and Almond Ave	Asphalt Paving/Overlay
2	PS&E	On-going design process
3	ROW	Request for Allocation submitted to Caltrans 8/30/12
4	CON	
1	Bridge @ Schnoor and Cleveland Ave	Plans and Specification submitted to Caltrans for review and approval
2	PS&E	
3	ROW	
4	CON	
1	St. Resurfacing: Pecan/Storey/Sunset/Tozer/Ellis	Completed -Asphalt paving overlay
2	PS&E	Construction work completed - Final Closeout in process, and Expenditure Report and final reimbursement sent to Caltrans
3	ROW	
4	CON	
1	Olive Ave/Gateway to Roosevelt	Widening of Olive Ave to 4 lanes for Arterial Street Standards and widen street section crossing UPRR
2	PS&E	Preliminary Field Review performed
3	ROW	
4	CON	
Safe Routes to School & Jobs		
<i>Street Maintenance</i>		
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
<i>Street Supplemental Maintenance</i>		
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
<i>Flexible</i>		
2	Overlays	
3	Chip Seals	
4	Other Seals	
5	Patching	
Other		
1	<i>ADA Compliance</i>	
Transit Enhancement		
1	TEP	
2	Operating - Service Expansion	
3	Capital - Buses	
4	Facilities	
5	Other Public Transit Related Projects	
1	<i>ADA/Seniors/Paratransit</i>	
Environmental Enhancement		
1	Air Quality	
2	Bicycle/Pedestrian Facilities	
3	Car/Van Pools	
4	Other Air Quality Projects	

Other Reports

Measure T Fiscal Year Receipts from BOE

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee
2016	Jul	658,400			658,400.00					
	Aug	877,800			877,800.00					
	Sep	706,300	255,808.11	2,260.91	964,369.02					28,060
	Oct	706,300			706,300.00					
	Nov	941,700			941,700.00					
	Dec	601,300	138,384.25	3,190.58	742,874.83					28,060
2017	Jan	601,300			601,300.00					
	Feb	801,700			801,700.00					
	Mar	576,600	365,168.14	4,156.37	945,924.51					28,710
	Apr	576,600			576,600.00					
	May	768,800			768,800.00					
	Jun	658,600	200,000.00	2,000.00	860,600.00					28,700
		8,475,400.00	959,360.50	11,607.86	9,446,368.36	-	9,446,368.36	-	9,446,368.36	113,530

APPENDIX



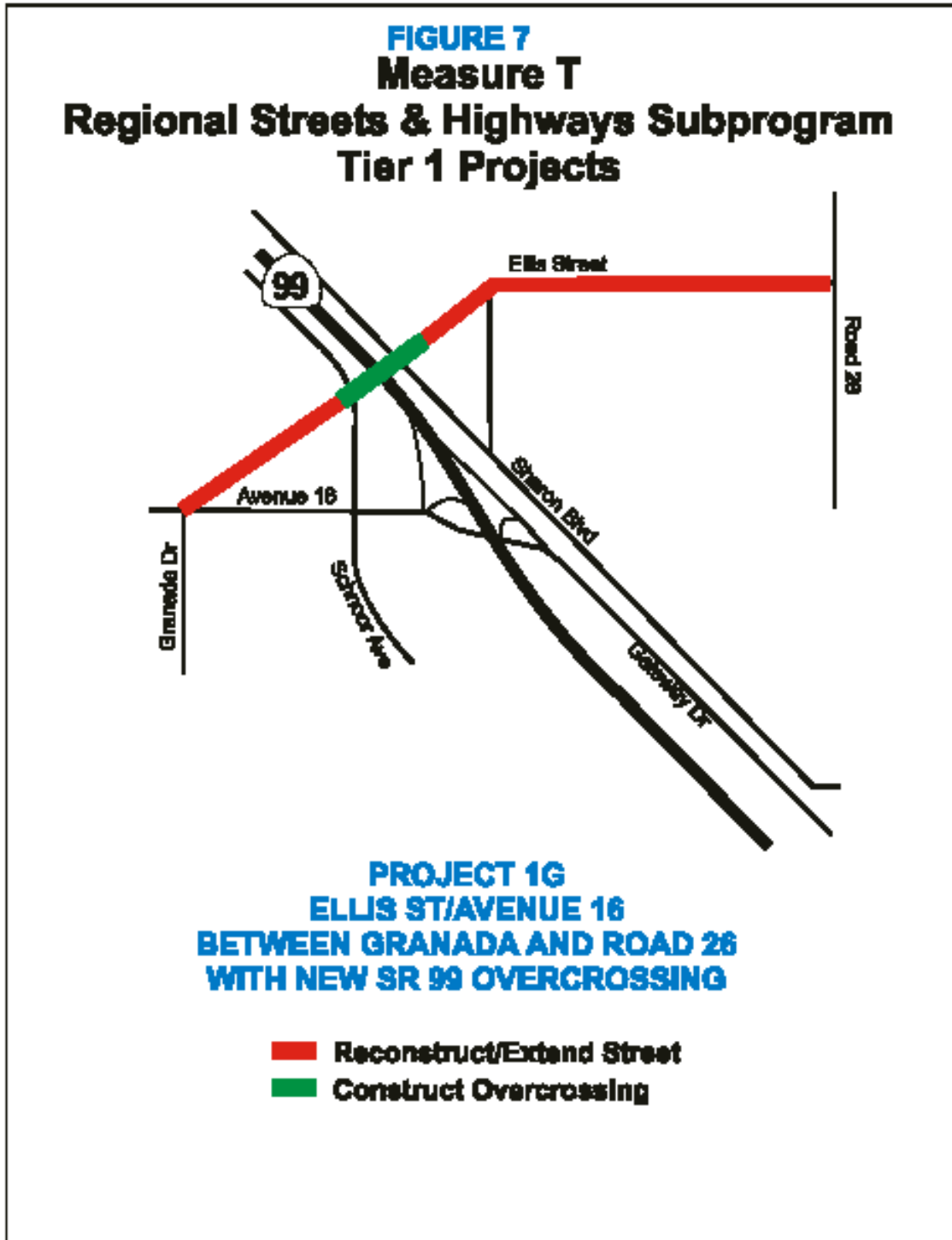
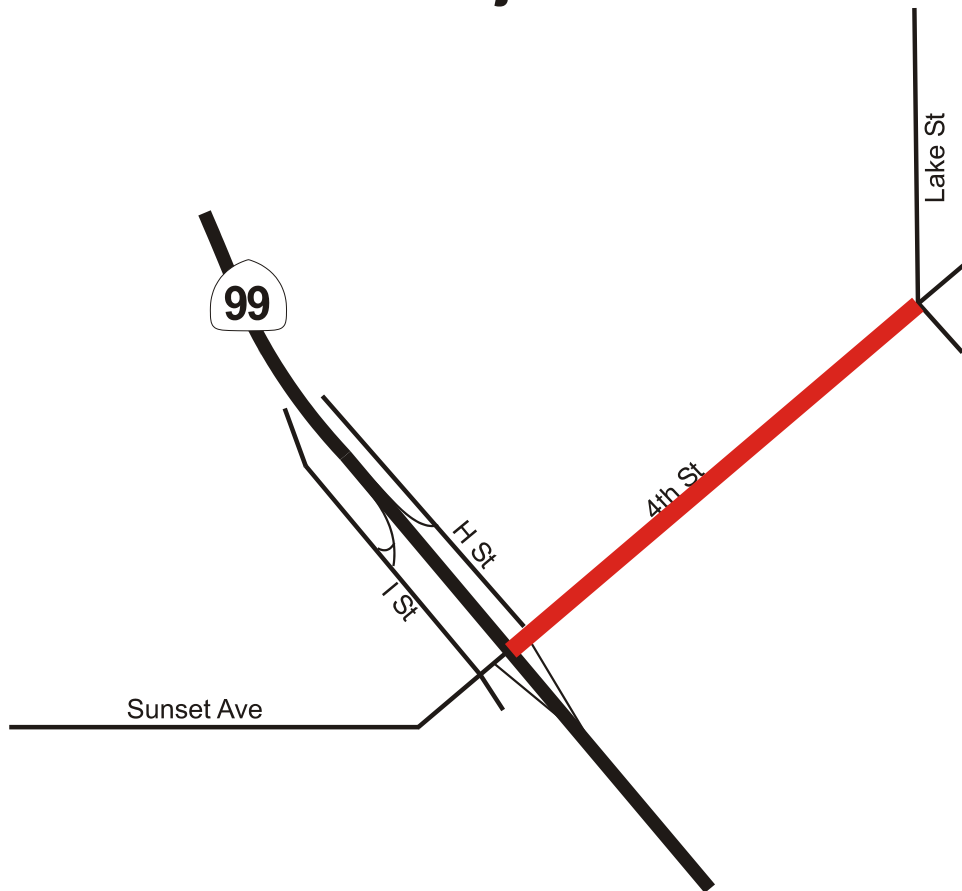


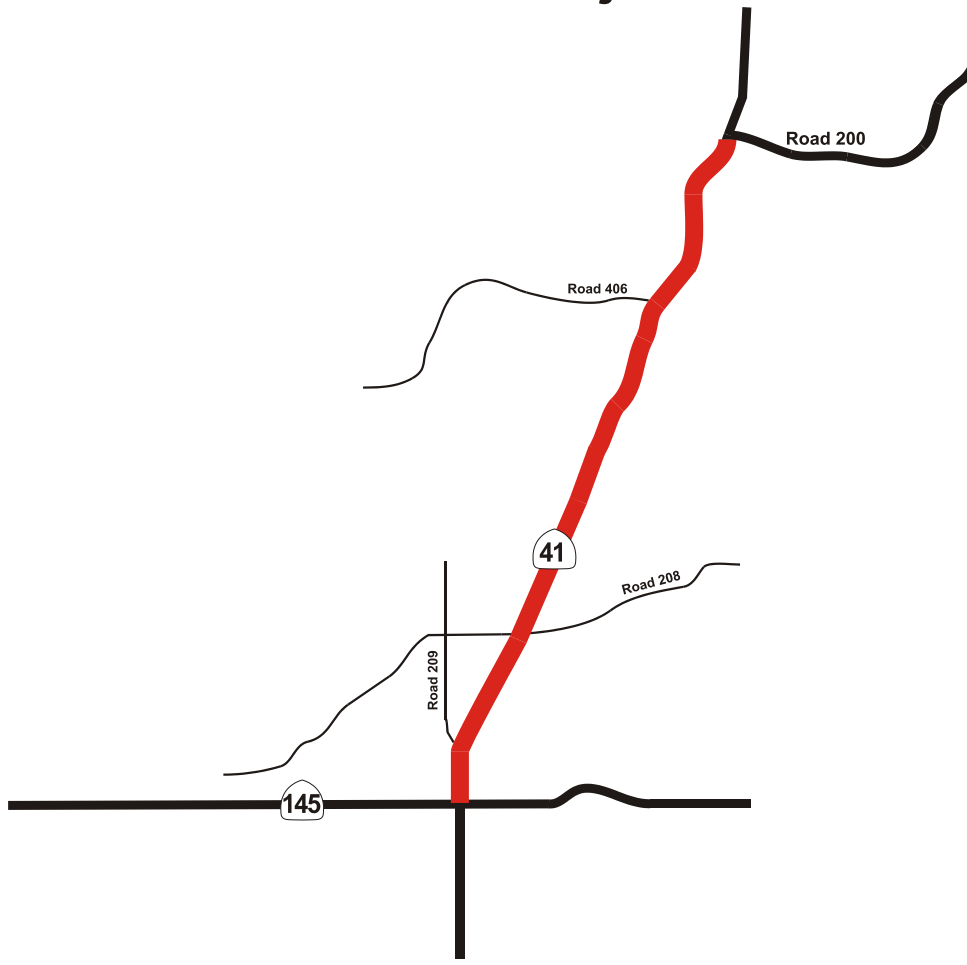
FIGURE 14
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

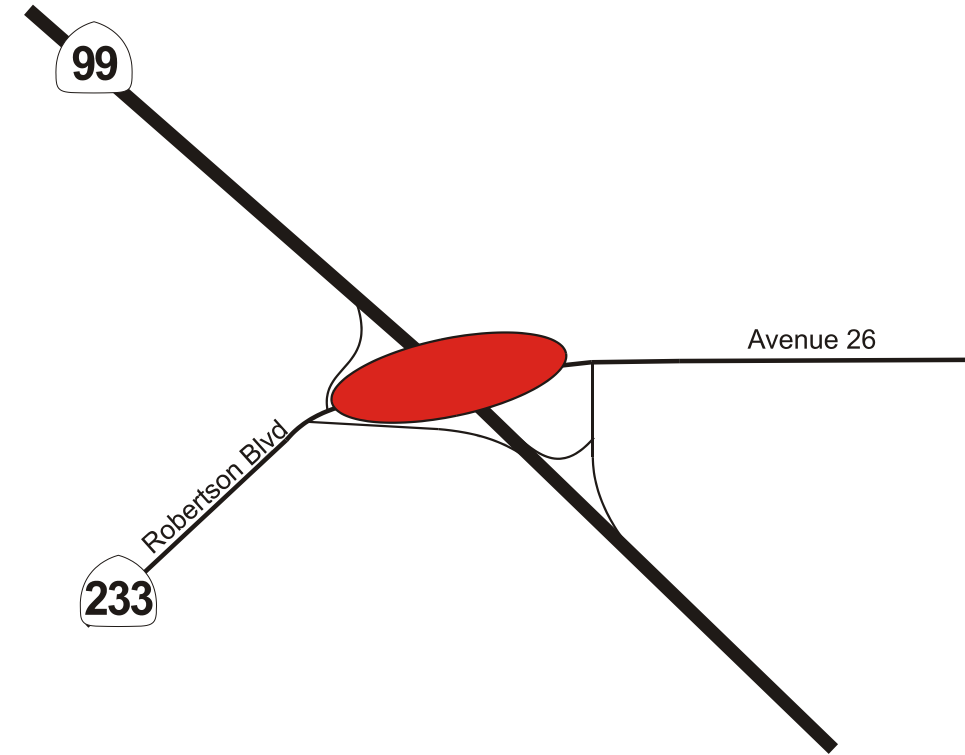
FIGURE 1
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

 **Construct Passing Lanes**

FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2016 STIP Program

Madera																		
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component				
									16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup
Highway Projects:																		
Caltrans	41	6606	Passing Lanes			Mar-15	11,047	2,577	8,470	0	0	0	0	0	8,470	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring			May-15	87	0	87	0	0	0	0	0	87	0	0	0
Caltrans	99	5335	Ave 12-Ave 17, widen to 6 lanes (RIP)				1,545	0	1,545	0	0	0	0	0	0	1,545	0	0
Caltrans	99	6297	South of Madera, Ave 7-Ave 12, widen to 6 lanes (RIP)				1,500	0	1,500	0	0	0	0	0	0	1,500	0	0
Madera CTC		6L05	Planning, programming, and monitoring				448	87	120	120	121	0	0	0	448	0	0	0
Total Programmed or Voted since July 1, 2014							14,627											
PROPOSED 2016 PROGRAMMING																		
Highway Project Proposals:																		
Caltrans	99	5335	Madera, Ave 12-Ave 17, widen to 6 lanes (RIP)				-1,545	0	-1,545	0	0	0	0	0	0	-1,545	0	0
Caltrans	99	5335	Ave 12-Ave 17, widen to 6 lanes				1,545	0	0	0	1,545	0	0	0	0	0	1,545	0
Caltrans	99	6297	South of Madera, Ave 7-Ave 12, widen to 6 lanes (RIP)				-1,500	0	-1,500	0	0	0	0	0	0	-1,500	0	0
Madera CTC		6L05	Planning, programming, and monitoring				-448	-87	-120	-120	-121	0	0	0	-448	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				448	87	121	120	120	0	0	0	448	0	0	0
Subtotal, Highway Proposals							-1,500	0	-3,044	0	-1	1,545	0	0	0	-3,045	1,545	0
Total Proposed 2016 STIP Programming							-1,500											

Notes:	
Revised RTIP adopted February 17, 2016	
PPNO 5335 – Local funds to replace IIP funds	
Balance of STIP County Share, Madera	
Total County Share, June 30, 2015	4,734
Total Now Programmed or Voted Since July 1, 2014	14,627
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	9,893
Proposed New Programming	-1,500



2001 Howard Road, Suite 201 Madera, CA 93637

FOCUS ON THE FUTURE**2017**

San Francisco Marriott Marquis
 780 Mission Street
 San Francisco, CA 94103
 415-896-1600

Sunday, October 29

All Day	General Session & Exhibit Hall Set-Up Salons 7 - 8
7:00 am – 3:00 pm	Golf Tournament
3:00 pm – 7:00 pm	Early Bird Registration Grand Assembly
5:00 pm – 7:00 pm	Welcome & Networking Reception Salons 7 - 8

Monday, October 30

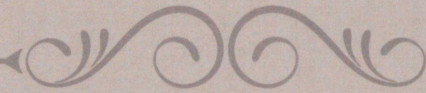
7:30 am – 9:00 am	Continental Breakfast w/Exhibitors Salons 7 - 9			
7:30 am – 4:00 pm	Hospitality Suite Laurel			
7:30 am – 3:00 pm	Main Registration Grand Assembly			
8:00 am – 10:00 am	Welcome & General Session Salon 9			
10:00 am – 10:30 am	Networking Break w/Exhibitors Salons 7 - 9			
10:30 am – 12:00 pm	Breakout Session #1 Salons 1 - 3	Breakout Session #2 Salons 4 - 6	Breakout Session #3 Salons 10 - 12	Breakout Session #4 Salons 13 - 15
12:00 pm – 1:30 pm	Luncheon w/Exhibitors Salons 7 - 9			
12:30 am – 4:00 pm	Tour #1	Tour #2	Tour #3	Tour #4

2/7/2017

5:30 pm – 7:30 pm	Monday Evening Networking Event w/Exhibitors & Sponsors Salons 7 - 9
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Tuesday, October 31

8:00 am – 9:00 am	Continental Breakfast w/Exhibitors Salons 7 - 8			
8:00 am – 1:00 pm	Hospitality Suite Laurel			
8:30 am – 10:00 am	General Session Salon 9			
10:00 am – 10:30 am	Networking Break w/Exhibitors Salons 7 - 8			
10:30 am – 12:00 pm	Breakout Session #1 Salons 1 - 3	Breakout Session #2 Salons 4 - 6	Breakout Session #3 Salons 10 - 12	Breakout Session #4 Salons 13 - 15
12:00 pm – 1:30 pm	CEO Roundtable Luncheon & Session Salon 9			



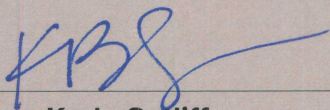
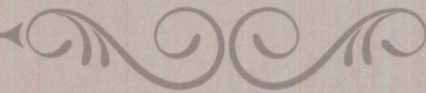
17th Annual Caltrans
Excellence in Partnering
Silver Award



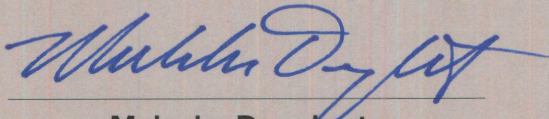
Proudly Presented to

Madera County Transportation Authority

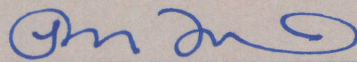
Our way of doing business
For your remarkable effort and contribution to partnering on the
Highway 41 Passing Lanes Project.
Your dedication is honored and recognized.



Karla Sutliff
Chief Engineer
California Department of Transportation



Malcolm Dougherty
Director
California Department of Transportation



Rachel Falsetti
Chief, Division of Construction
California Department of Transportation