

MEETING NOTICE

Date: Wednesday, February 22, 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. | Initiate 2017-18 Unmet Transit Needs Public Hearing Process | Yes | Info/Disc |
| B. | Memorandum of Understanding with Caltrans for Planning and Programming | Yes | Approve |
| C. | Federal Lands Access Program | Yes | Info/Disc |
| D. | National Governors Association Request for Infrastructure Projects | Yes | Info/Disc |
| E. | DRAFT 2017/18 – 2021/22 Short Range Transit Development Plan | No | Info/Disc |
| F. | State Route 41 Draft Environmental Impact Report – SCH#2015051074 | Yes | Info/Disc |
| G. | Assembly Bill 174 | Yes | Info/Disc |
| IV. | TRANSPORTATION ACTION/DISCUSSION ITEMS | | |
| A. | 12 th Annual San Joaquin Valley Regional Policy Conference | No | Info/Disc |

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|---|----|-----------|
| B. 2014 Regional Transportation Plan Amendment, Addendum EIR Update | No | Info/Disc |
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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 |
|---|----|----------|

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.

- | | | |
|---|-----|-----------|
| A. Executive Minutes – January 18, 2017 | Yes | Approve |
| B. 2017-18 Transportation Development Act (TDA): Local Transportation Fund (LTF) and State Transit Assistance (STA) Estimates | Yes | Info/Disc |

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

- | | | |
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| A. DRAFT FY 2017-18 Overall Work Program and Budget | Yes | Circulate for Review |
|---|-----|----------------------|

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

None

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

None

X. Miscellaneous

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

XI. Adjournment

No

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

Annotated Agenda

Madera County Transportation Commission February 22, 2017 Meeting

- I. PLEDGE OF ALLEGIANCE
- II. PUBLIC COMMENT
- III. TRANSPORTATION CONSENT ITEMS

- A. **Initiate 2017-18 Unmet Transit Needs Public Hearing Process**

Summary: The State Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2017/18 prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The MCTC's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Madera County. The request for comments letters, included in your package, will be mailed late February 2017.

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

PUBLIC HEARING – Wednesday, April 19, 2017 at 3:00 p.m.

Location: Madera County Transportation Commission Board Room
2001 Howard Road, Suite 201, Madera, CA

First Transit will provide free demand response service to the hearing. A Spanish language interpreter will also be available for those who wish to testify in Spanish. A public notice will be printed in the local newspapers and flyers will be distributed throughout the community publicizing the hearing. *(Davies)*

Action: Information and Discussion Only

- B. **Memorandum of Understanding with Caltrans for Planning and Programming**

Summary: The Caltrans' Division of Transportation Planning is currently updating the Memorandum of Understanding (MOU) for Planning and Programming with the various MPOs throughout the state. This document is an agreement between Caltrans and each MPO that outlines overall planning and programming roles and responsibilities. It was last updated in 2005, and while the update is mostly consistent with the previous agreement, many citations have been corrected and the following sections have been added:

- Coordination in urban areas that cross MPA boundaries
- Resolution of disagreements
- New section on Consultation
- Performance based planning
- Listing of obligated projects

Included in your package is a copy of the MOU requesting authorization for signature to enter into the MOU. *(Taylor)*

Action: Approve and authorize MCTC Chair signature for execution

- C. **Federal Lands Access Program**

Summary: Federal Lands Access Program (CA FLAP) is a competitive, discretionary program for states, counties, tribes and local governments. The program provides funds for transportation facilities that provide

access to, or are located on or adjacent to Federal lands, with emphasis placed on facilities that improve access to high use recreation sites or Federal economic generators. The Federal lands access transportation facility must be owned or maintained by the state, tribe or local government. Applications are due April 7, 2017. For more information please see: <https://flh.fhwa.dot.gov/programs/flap/ca/> (Ebersole)

Action: Information and Discussion Only

D. National Governors Association Request for Infrastructure Projects

Summary: The National Governors Association is collecting priority infrastructure projects throughout the country in response to a request by the Federal government for shovel-ready projects that meet the following criteria:

- A national security or public safety “emergency”
- Be on a path to “shovel-ready” – with at least 30 percent of initial design and engineering work already completed – such that they could be initiated in 2017
- Direct job creator
- Project with the potential for increased U.S. manufacturing

The Commission has submitted the SR 99 Avenue 12 to Avenue 17 Widening Project for consideration. (Taylor)

Action: Information and Discussion Only

E. Draft 2017/18 – 2021/22 Short Range Transit Development Plan

Summary: Made available on the MCTC website is a copy of the Draft *Madera County Short-Range Transit Development Plan FY2017/18 – FY2021/22 (SRTDP)*. The SRTDP is a 5-year planning document that is intended to serve as a guide for improving public transit agencies within Madera County. The primary objectives of the SRTDP are to:

- Develop transit goals, objectives, and performance standards.
- Evaluate the efficiency and effectiveness of the existing transit systems.
- Develop a 5-year service plan to improve transit services based upon community need and public input.
- Provide marketing and outreach strategies to promote ridership.
- Develop financially feasible capital and operating plans that address existing and future transit needs.

The draft SRTDP will be available to local agency staff, the Social Service Transportation Advisory Committee (SSTAC), and the general public for review and comment. All public comments must be received by Friday, March 3, 2017. Comments may be incorporated into the final SRTDP document pending MCTC staff review. For the complete draft SRTDP please see: <http://www.maderactc.org/projects/transit/>

The final SRTDP will be submitted to the MCTC Policy Board in March for approval. (Davies)

Action: Information and Discussion Only

F. State Route 41 Draft Environmental Impact Report – SCH#2015051074

Summary: The MCTC Policy Board at its January 18, 2017 meeting requested staff to draft a letter supporting the County of Madera’s comments related to the SR 41 Draft EIR. Included in your package is a copy of MCTC’s comment letter addressed to Caltrans prepared by staff in consultation with MCTC’s legal counsel, Aleshire & Wynder, LLP. (Taylor)

Action: Information and Discussion Only

G. Assembly Bill 174

Summary: Assemblyman Bigelow, along with a bipartisan coalition, introduced AB 174, which requires one

voting member of the California Transportation Commission to reside in a county with a population of less than 100,000. Currently, the California Transportation Commission consists of 11 voting members. There are no requirements to fill these positions. This bill will ensure the voices of small, rural California counties are heard.

Attached is a fact sheet for your reference. The language of AB 174 can be found here: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB174 (*Ebersole*)

Action: Information and Discussion Only

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. 12th Annual San Joaquin Valley Regional Policy Conference

Summary: The Annual San Joaquin Valley Regional Policy Conference will be hosted by the San Joaquin Valley Regional Policy Council, representing eight counties within the San Joaquin Valley including Kern, Tulare, Kings, Fresno, Madera, Merced, Stanislaus and San Joaquin. The 2017 San Joaquin Valley Regional Policy Conference will take place March 8th through 10th at the Falls Event Center in Fresno.

This forum provides an excellent avenue for our Valley to communicate on regional issues that impact the entire San Joaquin Valley region. Issues such as transportation, air quality and state and federal advocacy for community priorities will be covered at this conference.

Additional details related to the conference can be found at: <http://www.fresnocog.org/12th-annual-san-joaquin-valley-policy-conference>

MCTC extends the invite to its Policy Board members. If you are interested, please contact Sheila Kingsley at sheila@maderactc.org or (559) 675-0721 extension 10. (*Taylor*)

Action: Information and Discussion Only

B. 2014 Regional Transportation Plan Amendment, Addendum EIR Update

Summary: The 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Environmental Impact Report (EIR) were adopted by the Madera County Transportation Commission (MCTC) Board in June of 2014. Senate Bill 375 (SB 375) introduced a new component of the Regional Transportation Plan involves the development of a sustainable communities strategy to reduce greenhouse gas (GHG) emissions from vehicle tailpipes through the integration of transportation and land use planning. The California Air Resource Board (ARB) established targets for GHG reductions in the years 2020 and 2035 measured against GHG levels in 2005. The 2014 RTP/SCS preferred planning scenario did not meet the GHG reduction goals established by ARB. SB 375 provides an option for a RTP/SCS which does not meet the targets to develop an Alternative Planning Strategy (APS) which can. MCTC will be amending the 2014 RTP/SCS instead of creating an APS to demonstrate GHG reductions meeting the exceeding the reduction targets established by the ARB.

MCTC Staff is finalizing an amendment to the 2014 RTP/SCS and EIR. This amendment will be the culmination of many staff and consultant hours aimed towards assessing why the preferred RTP/SCS scenario was unable to meet the GHG reduction targets, what steps need to be taken to develop a scenario which does meet the targeted reductions, and actions taken to implement a plan that does meet the GHG targeted reductions. In the steps leading to the decision to amend the plan, staff decided to forgo the creation of an APS to focus on a plan that is both feasible and fiscally constrained as required of an RTP but not an APS.

Staff will convene the Madera County SCS stakeholder committee, hold public workshop, and meet with interested individual groups to provide comprehensive information regarding the amendment of the 2014 RTP/SCS and EIR before officially bringing the amendment before the MCTC board. Staff expects the total outreach and amendment process to be completed this fiscal year and to be acted upon by the MCTC Board in Spring of 2017. (*Stone*)

Action: Information and Discussion Only

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

VI. **ADMINISTRATIVE CONSENT ITEMS**

A. **Executive Minutes – January 18, 2017**

Summary: Included in your package is a copy of the January 18, 2017 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of January 18, 2017

B. **2017-18 Transportation Development Act (TDA): Local Transportation Fund (LTF) and State Transit Assistance (STA) Estimates**

Summary: 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. The STA allocation estimate for Madera County is **\$581,318**.

MCTC advised prospective LTF claimants of the estimated area apportionments within Madera County. (*McNeil*)

Action: Information and Discussion only

VII. **ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

A. **DRAFT FY 2017-18 Overall Work Program and Budget**

Summary: Included in your package is a copy of the DRAFT 2017-18 MCTC Overall Work Program (OWP) and Budget. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA and FTA. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review, the OWP will be brought before the Commission for adoption at its May 2017 meeting.

The Annual Group Meeting, which includes the federal and state agency review group that meets with MCTC staff, was conducted on January 19, 2017 to help prepare for the FY 2017/18 OWP. (*Taylor, McNeil*)

The DRAFT 2017-18 MCTC Overall Work Program (OWP) is also available for download at:

Action: Authorize circulation of Draft 2017-18 MCTC Overall Work Program for agency review

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. **AUTHORITY – CONSENT ITEMS**

None

IX. **AUTHORITY – ACTION/DISCUSSION ITEMS**

None

X. Miscellaneous

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

XI. Adjournment

February 22, 2017

TO: Interested Individuals and Organizations

FROM: Amelia Davies, Associate Regional Planner
Social Service Transportation Advisory Council

SUBJECT: Unmet Public Transportation Needs

The Madera County Transportation Commission (MCTC), as a federally designated regional transportation planning agency (RTPA), is responsible for annually assuring that public transportation needs are being “reasonably met.”

The MCTC’s Social Service Transportation Advisory Council (SSTAC) was established, consistent with State Law (SB 498, 1987), to address transit issues within Madera County. It comprises a broad representation of social service agencies, transit operators and users, and is responsible for forwarding recommendations to the MCTC Policy Board regarding transit service deficiencies and issues.

Each year the MCTC conducts an extensive process to plan, program, analyze, and evaluate existing and potential general public and social service transit services within Madera County. The results are to be consistent with the adopted Regional Transportation Plan and its supporting implementation, technical, and budgeting documents.

Despite thorough involvement from elected officials, administrative staff, technical staff, private and public sector representatives, union representatives, social service agency staff and clients, and general public representatives, we encourage organizations and individuals such as you to contribute comments.

If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service, or private sector operators, we request that you submit appropriately detailed documentation to assist staff in evaluating the potential for additional transit service. Our initial evaluation criteria includes

- service area boundary;
- specific origin and destination information;
- trip times and frequency;
- estimate of potential patrons or clients who intend to utilize the service on an infrequent, regular, and/or consistent basis;
- special needs of ambulatory and/or disabled passengers;
- ability, source of funding, and potential constraints in paying required share of transit expenditures and/or subsidized fares.

If adherence to minimum urban/rural performance standards (passenger per hour, passengers per mile, cost per passenger, cost per hour, cost per mile and farebox recovery) is possible, then an in-depth service proposal may be developed by staff for further consideration.

Following the April 19, 2017 legally noticed Public Hearing, the SSTAC will consider all information collected during the process and make a determination and recommendation regarding “unmet transit needs” to the MCTC Policy Board at its next scheduled meeting on May 17, 2017. An assurance, or finding, is necessary prior to the approval and allocation of State Transportation Development Act funds for transit and/or street and roads projects to transit operators and MCTC member agencies.

If you have any specific written comments, please forward them to me, with the aforementioned supporting information.

Amelia Davies, Associate Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

You may also submit comments via email, phone call, or in person. If you have any questions about the Unmet Transit Needs process, please do not hesitate to contact me at: 559-675-0721 or amelia@maderactc.org

Thank you for your assistance and I look forward to hearing from you.

Unmet Transit Needs Public Hearing

Do you have questions or concerns about public transportation in Madera County? Attend the unmet transit needs public hearing and let your voice be heard.

Your input is important!

Identifying Madera County's unmet transit needs that are reasonable to meet.

Attendance is not mandatory for participation. If you are unable to attend the hearing in person, please send your written comments to the address below or email them to amelia@maderactc.org

Madera County Transportation
Commission Board Meeting

Wednesday
April 19, 2017
3:00 p.m.

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

Spanish translation will be provided.



Free Transportation Provided by
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For More Information Contact:
Amelia Davies
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
Phone: 559-675-0721
Email: amelia@maderactc.org
Website: www.maderactc.org

MEMORANDUM OF UNDERSTANDING

Comprehensive Federal and State Transportation Planning and Programming

This Memorandum of Understanding (MOU), entered into and effective this _____ day of _____, 2017, by and between the State of California acting through its Department of Transportation, hereinafter referred to as Department, and the Madera County Transportation Commission, acting as both the federally designated Metropolitan Planning Organization, herein referred to as MPO, of the urbanized County of Madera in accordance with Title 23 of the United States Code (USC) section 134 (23 USC 134) and 23 Code of Federal Regulations (CFR) 450.104 (23 CFR 450.104) and the Regional Transportation Planning Agency (RTPA) recognized under California Government Code Section 29532, establishes a general transportation planning and programming process codifying the responsibilities of the MPO and the Department, collectively referred to as the Parties, in accordance with 23 CFR 450.314.

CHAPTER 1: RECITALS

- 1.1 **Basis for Organization** - MPO is a regional transportation planning agency formed pursuant to California Government Code sections 6500 et seq., as designated in 23 USC 134.
- 1.2 **Ability to Contract and Receive Grants** - MPO is empowered to make and enter into contracts in its own name and to accept grants, gifts, donations and other monies to carry out its statutory purposes and functions.
- 1.3 **State Requirement for Transportation Plan** - In accordance with the schedule specified in California Government Code sections 65080 et seq. and the California Transportation Commission's (CTC) Regional Transportation Planning Guidelines, MPO shall prepare, adopt and submit a Regional Transportation Plan (RTP) and either Sustainable Communities Strategy (SCS) or, if applicable, Alternative Planning Strategy (APS).
- 1.4 **Federal Requirements for Long-Range Transportation Plans** - 23 USC 134 and 49 USC 5303, as amended by the Fixing America's Surface Transportation (FAST) Act and its successors, require that as a condition of receipt of federal capital or operating assistance, each urbanized area must have a continuing, comprehensive, coordinated transportation planning process, including a Long Range Transportation Plan, of which the MPO RTP is the equivalent. As part of the process, MPO shall fulfill the requirements of the joint Federal Highway (FHWA)/Federal Transit Administration (FTA) planning regulations (23 CFR Part 450 and 49 CFR Part 613) and any amendments thereto when developing the financially constrained Long Range Transportation Plan that conforms to the State Implementation Plan (SIP).
- 1.5 **Federal requirement for Overall Work Program** – MPO will document metropolitan planning activities and projected expenditures of funds provided under 23 U.S.C. Chapter 104 and 48 U.S.C. Chapter 53 in an annual Unified Planning Work Program,

interchangeably referred to as the Overall Work Program, in accordance with 23 CFR 450 and 23 CFR 420.

- 1.6 **Federal Requirement for the Federal Transportation Improvement Program (FTIP) and Federal State Transportation Improvement Program (FSTIP)** - 23 USC 135 and 49 USC 5304 require the FTIP to be updated at least once every 4 years. However, California Streets and Highways Code Sections 182.6 and 182.7 require the FTIP to be updated biennially. The FTIP shall be financially constrained, shall be consistent with the adopted RTP, and shall conform to the State Implementation Plan (SIP). For purposes of this MOU, Department and MPO agree that FTIP and FSTIP shall be updated biennially.
- 1.7 **State and Federal Requirements for Congestion Management Program (CMP)** – California Government Code sections 65088 and 65089 and 23 CFR 450.322 require that a Congestion Management Program shall be developed, adopted, and updated for every county that includes an urbanized area, and that includes every city within the county and the entire county area, unless exempt from State requirements pursuant to Government Code section 65088.3. 23 CFR 500 requires the development of a Congestion Management System (CMS) that provides for effective management of new and existing transportation facilities.
- 1.8 **Federal Clearinghouse Requirements** - Presidential Executive Order 12372, entitled Intergovernmental Review of Federal Programs, requires that federal agencies coordinate the review of proposed federal financial assistance and direct development activities, including transportation programs and projects funded under the FAST Act and its successors, with affected State and local government entities. In California, the Governor's Office of Planning and Research (OPR) and designated Area-wide Clearinghouses are the entities responsible for implementation of Executive Order 12372.

Department fulfills this reporting requirement for the Federal State Transportation Improvement Program (FSTIP) and for the Consolidated Planning Grant (CPG). The CPG consists of funds flowing from the FHWA Metropolitan Planning (PL) source, the FTA Metropolitan Planning (Section 5303) source, FHWA State Planning and Research, and FTA Statewide Planning and Research source (Section 5304(f)).

1.9 **Planning Area Boundaries**

a) Federal Metropolitan Planning Area (MPA) Boundaries - For the purposes of meeting the requirements of 23 USC 134 and the agreement between the Governor and MPO, the MPA Boundaries include the County of Madera as shown on Exhibit A.

MPO and Department will comply with 23 CFR 450.312 regarding MPA boundaries. Department and MPO will review the MPA boundary after each census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized areas, and the MPA will be adjusted, as necessary, within 2 years of each decennial U.S. census, beginning in the year 2020. To the extent the Governor of California approves an exception request to allow multiple MPOs in an MPA to continue to generate

separate planning products pursuant to 23 CFR 450.312(i), Department will recognize the exception

b) State Regional Transportation Planning Area Boundaries - For purposes of meeting the requirements of California Government Code sections 65080 et seq., the boundaries of MPO, acting as the RTPA, include the County of Madera as shown on Exhibit A.

- 1.10 **Coordination Across Metropolitan Planning Area Boundaries** –In accordance with 23 CFR 450.312 and 23 CFR 450.314(e), MPO agrees to coordinate with adjacent MPOs in the creation of long range planning and programming documents to ensure consistent assumptions in the urbanized areas identified in Exhibit A, especially where proposed transportation investments span MPA boundaries. This includes coordination with local and State air quality agencies, where appropriate. Coordination efforts and planning assumptions will be documented in MPO’s OWP, RTP and TIP. MPO will comply with federal regulation in instances where urbanized areas are not encompassed by existing MPA boundaries. Furthermore, Department will coordinate with MPO in pursuing exceptions to Federal rules regarding Metropolitan Planning Area boundaries, where applicable.

CHAPTER 2: THE PLANNING AND COORDINATION PROCESS

- 2.1 **Provisions for the Planning and Programming Processes** - MPO is recognized as the agency responsible for comprehensive regional transportation planning pursuant to state and federal laws, as amended by the most current federal transportation authorization bill, for each MPO County and each incorporated city included in each county. This responsibility shall include, on a regional basis: providing a forum for regional transportation issues, developing and adopting goals and objectives, performing intermodal corridor and sub-area studies, developing and maintaining appropriate management information systems as required by the most current federal transportation authorization bill, providing policy guidance, allocating State and federal transportation funds in accordance with applicable regulations and laws, assuring prioritization of proposed transportation improvements to be funded with State and federal funds as required by applicable regulations, determining air quality conformity with the applicable SIP, complying with the California Environmental Quality Act (CEQA), and coordinating the RTP with other plans and programs as appropriate. The parties hereby express their joint intent to mutually carry out the above described transportation planning process for this MPO transportation planning area in a manner which will assure full compliance with the laws referred to in Chapter 1 of this MOU, the RTP Guidelines, and the planning constraints of the United States Department of Transportation (USDOT).

- 2.2 **Cooperation and Coordination** - The planning process employed by MPO will provide for the cooperation of, and coordination with, public transit and paratransit operators, public airport operators, local public works and planning departments, air pollution control districts, passenger and freight rail operators, port operators, other federal agencies, as appropriate, and the Department. MPO will provide the level of coordination and cooperation necessary to meet State and federal transportation and air quality laws and regulations. MPO will coordinate with Department's District, MPO’s Air Pollution Control

Districts, and the other affected air basin MPOs to develop consistency in travel demand modeling, transportation air emission modeling, air quality conformity determinations on the RTP and FTIP, transportation control measures, Overall Work Programs (OWP), other interregional issues related to the development of plans, and will, by entering into such agreements and operating procedures with other MPOs as is necessary and appropriate, implement this cooperative provision.

2.3 **Formal Public Participation** – In accordance with 23 CFR 450.212 and 23 CFR 450.316(b), the MPO planning process shall be conducted in an open manner so members of the public, civic groups, interest groups, businesses and industries, and other agencies can fully participate. Public participation procedures shall be documented, periodically revised, and their effectiveness regularly evaluated. MPO shall take appropriate actions to ensure public participation through such formal means as:

(a) posting of public hearing agendas, (b) appointment of eligible citizen members, where appropriate and allowed, to serve as committee members, (c) innovative and creative outreach efforts targeting particularly the traditionally underserved public (e.g., minorities, senior citizens, low income citizens, and Native Americans), and (d) creation of standing advisory committees. Those committees not composed entirely of citizen members shall post public hearing agendas in accordance with the Brown Act (California Government Code section 54950 et seq.), when applicable, and all committees shall operate according to their adopted bylaws.

2.4 **State Cooperation in Transportation Planning** - Department has a continuing duty of:

(a) Planning transportation systems of statewide significance; (b) identifying potential transportation issues and concerns of overriding statewide interest; and (c) recognizing conflicts in regional transportation improvement programs.

In carrying out its duties, Department will work in partnership with MPO relative to activities within its transportation planning area and include MPO in its dealings with cities, counties, public transit operators, rail operators, and airports. MPO and Department will mutually carry out the transportation planning process for this transportation planning area in a manner which will assure full compliance with the laws referenced in Chapter 1 hereinabove and assure cooperation between all participants.

2.5 **Policy Level Involvement** - There exists within MPO, a Transportation Policy Committee, which consists of members of the Governing Board of Directors, members of the MPO, and the Department's- Director, or their designated representatives and alternates.

2.6 **Resolution of Disagreements** – MPO and Department agree in good faith to resolve any and all disputes arising from the performance or non-performance of the responsibilities in this MOU through existing administrative processes where possible. MPO and Department agree to notify the other party in writing if a disagreement regarding these responsibilities remains after attempts have been made to resolve at the staff level. Upon receipt of formal notification, the Chief of the Caltrans Division of Transportation Planning or designee will meet with the Executive Director of MPO, or designee, within thirty (30) days of notice to

reach an understanding and resolution regarding the dispute; provided, however the Executive Director of the MPO, or designee, shall have the option to request a meeting with the Director of Caltrans to reach an understanding. Thereafter, Department shall document such resolution in writing. During any such dispute, the appropriate administration of the United States Department of Transportation (USDOT) will be consulted by the Department. In cases where a resolution cannot be reached between the Parties regarding the disagreement, Department will initiate a request to USDOT for an administrative determination. The determination by USDOT shall be final, binding on each party, not appealable, and rendered within thirty (30) days of the request. Such request will include as an attachment a statement of facts from each party.

CHAPTER 3: FORMAL CONSULTATION

- 3.1 **Consultation with Native American Tribal Governments** - In accordance with 23 CFR 450.316 and 49 U.S.C. 5303, MPO will appropriately involve any Indian Tribal government(s) within or contiguous to its planning area in the development of the RTP and the TIP.
- 3.2 **Consultation with Land and Resource Agencies** - - In accordance with 23 CFR 450.316, MPO will involve any State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve, as appropriate, comparison of transportation plans with State conservation plans or maps or comparison of transportation plans to inventories of natural or historic resources, if available.
- 3.3 **Documented Consultation Processes** - - In accordance with 23 CFR 450.316, MPO will develop documented processes that outline the procedures that it will follow when consulting with other governments and agencies as identified in paragraph 3.1 and 3.2.
- 3.4 **Clean Air act Consultation** - In nonattainment or maintenance areas, MPO shall consult with State and local agencies responsible for SIP, and will establish a consultation procedure and will coordinate the development of the RTP and improvement programs with the SIP development process, including the development of transportation control measures.

CHAPTER 4: PARTNERSHIP/COORDINATION

- 4.1 **MPO Role and Responsibilities** – MPO, in cooperation with Department, the designated air pollution control agency, and public transportation service providers, will be responsible for carrying out the metropolitan transportation planning process. MPO will cooperatively develop plans and programs in accordance with the requirements specified in 23 USC 134 and 135, 23 CFR 450.100 through 600, Title 49 USC, and the Clean Air Act and all Clean Air Act Amendments.

- 4.2 **Long-range Transportation Plan Coordination** - MPO will prepare, adopt and update a long-range transportation plan, in the form of the MPO's RTP. The RTP will be updated at least every 4 years to incorporate new data and cost estimates, or 5 years in air quality attainment areas, and ensure that the horizon of the plan extends at least 20 years. This function will be carried out by MPO in cooperation with the Air Pollution Control District, Department, local government agencies, public transit owners and operators, and Native American Tribal Governments in the region. MPO shall fulfill the requirements of the joint FHWA/FTA planning regulations (23 CFR 450 and 49 CFR 613) and any amendments thereto. The RTP will also be prepared in accordance with the provisions specified in California Government Code section 65080, including the adoption of a Sustainable Communities Strategy or, if applicable, Alternative Planning Strategy. MPO will give public transportation service providers the opportunity to actively participate in the development of the RTP. Department, in collaboration with the California Transportation Commission (CTC) and in consultation with MPO, resource agencies, tribal governments, and other stakeholders, prepare and update the Regional Transportation Plan Guidelines for adoption by the CTC on an as needed basis.
- 4.3 **Transportation Improvement Program (TIP) Coordination** - MPO shall prepare, adopt, and biennially update at least a four-year TIP in accordance with the requirements of 23 CFR 450.300 et al. and California Government Code 65082 This function will be carried out by MPO in cooperation with MPO's Air Pollution Control District, Department, local government agencies, public transit owners and operators in MPO's County, Native American Tribal Governments in the region, and with the participation of the public. In accordance with the provisions in 23 CFR 450.326, MPO and Department will work with public transportation operators to cooperatively develop estimates of available federal and State funds which MPO can utilize in developing the TIP.
- 4.4 **Federal Statewide Transportation Improvement Program (FSTIP) Development Coordination** – Department shall prepare and biennially update at four-year FSTIP in accordance with the requirements of 23 CFR 450.200 et al. The FSTIP shall include all MPO FTIPs along with projects from the rural non-MPO region of the State. The FSTIP will be financially constrained by year according to the appropriate Code of Federal Regulations. The biennially prepared FSTIP will be submitted to the FHWA and FTA for joint approval.
- 4.5 **State Highway Operations and Protection Program (SHOPP) Coordination** - Under California Government Code section 14526.5, Department is required to prepare a SHOPP for the expenditure of transportation funds for major capital improvements which are necessary to preserve and protect the state highway system. Projects are limited to capital improvements relative to maintenance, safety, operations, and rehabilitation of State highways and bridges which do not add new capacity to the system. The program must be submitted no later than January 31 of each even numbered year. SHOPP is a four year program of projects adopted separately from the State Transportation Improvement Program (STIP) cycle. Prior to submitting the SHOPP, Department will make available, within a reasonable amount a time, to MPO a draft of the SHOPP for review and comment and will consider and include any comments received from MPO in the final SHOPP.

- 4.6 **State Highway System Planning Coordination** - In conducting its Transportation System Planning Program, Department will coordinate its studies with those being conducted by MPO. As one means of coordinating transportation planning activities, Department will provide information on its system planning activities for MPO's use in development of the OWP, RTP, RTIP, and FTIP, including required traffic data.
- 4.7 **Overall Work Program (OWP) Coordination** - MPO will develop, adopt, and submit to FHWA/FTA and Department (the "funding agencies"), an annual OWP intended to provide guidance in the management of work by MPO to develop and implement the State and federal transportation plans and programs and act as the basis for the MPO's annual budget. The draft OWP, and any amendments thereto, will be subject to review and approval by the funding agencies. As a basis for review of amendment requests, MPO will submit reasons for changes, scope of work revisions, and funding enhancements or reductions. MPO will require the same information from its sub-grantees, if any. MPO will provide the publicly owned transportation service providers timely notice of plans, programs, and studies and the full opportunity to participate in and comment on OWP development and implementation. Transportation planning activities conducted by public transportation providers may be included in the OWP for informational purposes.
- 4.8 **Data Collection** – Department and MPO will share responsibility for fulfilling the data requirements of 23 CFR 420.105(b). Department will be responsible for data on State Highways and MPO will be responsible for data on local streets and roads of regional significance, as appropriate.
- 4.9 **Provisions for Performance Based Planning:** In accordance with 23 CFR 490, 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d), MPO and Department agree to collaborate to implement the performance reporting and performance-based planning provisions first incorporated in MAP-21 and revised in the FAST Act. Specifically, MPO and Department agree to share information with regards to performance data and target-setting and to report on performance in attaining targets per the requirements established in federal final rule-making. MPO will integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other Department transportation plans and transportation processes required as part of a performance-based program.
- 4.10 **Project Cost Estimates** – For Department sponsored programs and projects, Department will collect and analyze data to be used in evaluating alternative transportation projects. For these projects, Department will supply MPO with project level cost and other data necessary for MPO to demonstrate in its financial plans that the entire system will be adequately maintained and operated. FHWA guidance for project cost estimates can be found at <http://www.fhwa.dot.gov>. MPO and local project sponsors will collect and analyze data reflecting existing and historical information which will be the basis for local project estimates cost and revenue projections for transportation planning, programs, and projects.
- 4.11 **Annual Listing of Obligated Projects** – In accordance with 23 CFR 450.332, the State, public transportation operators, and MPO will cooperatively develop an annual listing of projects, including active transportation facilities, for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. The listing will include

all federally funded projects authorized or revised to increase obligations in the preceding program year, and will at a minimum include the TIP information under §450.326(g) (1) and (4) and identify, for each project, the amount of federal funds requested in the TIP, the federal funding that was obligated during the preceding year, and the federal funding remaining and available for subsequent years. This listing will be created no more than 90 days after the end of the federal program year and published or otherwise be made available in accordance with the MPO's public participation criteria for the TIP.

CHAPTER 5: AIR QUALITY CONFORMITY

- 5.1 **Conformity** - In accordance with Title 42, section 176(c) (4) (C) of the Clean Air Act and the final rule on U.S. EPA Transportation Conformity (40 CFR, Parts 51 and 93, hereafter "the Final Rule"), and the U.S. DOT Planning Regulations (23 CFR 450), MPO, in cooperation with MPO's Air Pollution Control District, will make air quality conformity determinations for regional transportation plans and plan amendments, as applicable. MPO will collect and analyze data necessary to carry out its responsibilities under the Final Rule. The Air Quality Conformity determination will be made in accordance with the rules of MPO's Air Pollution Control District and consistent with the MOU and/or approved interagency consultation procedures among air basin MPOs and/or RTPAs where applicable. Department will fully participate and carry out its responsibilities as defined in the Final Rule, including public and interagency consultation, making project level conformity analysis for Department sponsored projects, and facilitating statewide discussion of SIP revisions and other conformity related issues.

CHAPTER 6: ENVIRONMENTAL PROTECTION AND STREAMLINING COORDINATION

- 6.1 **Environmental Protection and Streamlining** – MPO will be an equal partner with Department to promote environmental stewardship in planning and programming projects for California's transportation systems. MPO and Department will work to streamline the environmental review and wetlands permitting process and expedite the development of transportation projects. MPO and Department agree to comply with all applicable environmental laws, regulations and policies, and cooperatively address any informational needs associated with such statutes. MPO will consult with federal and State resource agencies to seek their input, coordinate environmental protection issues with its constituents and any other entities for which it has assumed federal planning and programming responsibilities in the most current transportation authorization bill, and resolve any disputes using the processes defined in the most current federal regulations. Department will assist MPO in developing its plans and programs by making available existing resources to MPO, participating in appropriate planning activities and, wherever possible, improving the available environmental data.

CHAPTER 7: CERTIFICATION

- 7.1 **Certification Requirement** - Federal Metropolitan Transportation Planning Regulations require that MPO, undergo certification that the planning process is being carried out in conformance with all applicable requirements of 23 CFR 450.334.
- 7.2 **Certification Process** - For purposes of certification, MPO will establish a process which includes the following:
- a) Fully executed copies of both FHWA Metropolitan Planning Process Certification and FTA Certifications and Assurances are to be included as part of the final adopted and approved OWP.
 - b) MPO will provide Department with documentation (e.g. quarterly reports, public notices, finished work element products, etc.) to support MPO's planning process.

CHAPTER 8: GENERAL PROVISIONS

- 8.1 **Review** - This MOU has been reviewed and endorsed by both parties to assure its continued effectiveness. Any proposed amendments shall be submitted in writing for the consideration of both parties.
- 8.2 **Amendment** - This MOU constitutes an expression of desire and a means of accomplishing the general requirements for a comprehensive transportation planning process for the MPO. It may be modified, altered, revised or expanded as deemed appropriate to that end by written agreement of both parties.
- 8.3 **Rescission of Prior Agreements** - This MOU supersedes any existing MOU designed to serve as a statement of the transportation planning and programming relationship between Department and MPO.
- 8.4 **Monitoring** - MPO and Department jointly agree to meet periodically to address and review issues of consistency with this MOU. Meetings will be held as often as is mutually agreed. Other issues and activities of mutual interest or concern may also be addressed. During the term of the MOU, MPO and Department mutually agree to notify the other of events which have a significant impact upon the MOU.
- 8.5 **Termination** - Subject to the provisions in Section 2.6 (Resolution of Disputes), either party may terminate this understanding upon written notice provided at least ninety (90) days prior to the effective date of termination and specifying that effective date of termination.
- 8.6 **No Third-party Beneficiaries** - This MOU is for the benefit of and applies to the Parties. There are no third-party beneficiaries, intended or otherwise.

[Signature Page to follow.]

IN WITNESS WHEREOF the parties hereto have cause this Memorandum of Understanding to be executed by their respective officers duly authorized.

Andrew Medellin, Chairperson
Madera County Transportation Commission

Date

Malcolm Dougherty, Director
Department of Transportation

Date

FEDERAL LANDS ACCESS PROGRAM

California

The California Federal Lands Access Program (CA FLAP) is a competitive, discretionary program for states, counties, tribes and local governments.

The program provides funds for transportation facilities that provide access to, or are located on or adjacent to Federal lands, with emphasis placed on facilities that improve access to *high use recreation sites* or *Federal economic generators*. The Federal lands access transportation facility must be owned or maintained by the state, tribe or local government.

Eligible projects include engineering, rehabilitation, restoration, construction, reconstruction, transportation planning, and research of Federal lands access transportation facilities.

CA FLAP projects that have been selected and programmed for funding thus far included but are not limited to:

- Roadway reconstruction
- Pavement rehabilitation
- Bridge repair and reconstruction



PROGRAM FACTS

| | |
|--|--|
| Annual Allocation ¹ | \$32.9 Million |
| Advertised Program / Fiscal Years ² | \$ 60 - \$ 70 Million / FY21 - FY22 |
| Local Minimum Match Required ³ | 11.47% |
| Upcoming Call for Projects | January 23, 2017 - April 7, 2017 |
| CA FLAP Website | www.flh.fhwa.dot.gov/programs/flap/ca |

2017 CALL FOR PROJECTS SCHEDULE

| MONTH | January | February | March | April | June | July | August | September |
|-----------------------------------|--|----------|-------|---------------------------------|------|--|-------------------------------------|--------------------------|
| PROGRAM DECISION COMMITTEE | Call for Project Proposals | | | PDC evaluates project Proposals | | PDC selects short-list of project Proposals. Notifications of results are distributed to all applicants. | PDC final project selection meeting | Funded program announced |
| APPLICANT | Project Proposals are prepared and submitted | | | | | Short list of Proposals engaged in developing reimbursable agreements. | | |

1. Assumes 5-year Program.
2. Determined by Programming Decisions Committee (PDC) based on program needs and qualifying project Proposals submitted in Call for Projects.
3. Local match may include federal agency funds excluding *Title 23* or *Title 49* funds, with exception of the Federal Lands Transportation Program (FLTP) and Tribal that are Transportation Program (TTP) both eligible matching federal programs.



California Federal Lands Access Program: Overview

The Federal Lands Access Program (FLAP) was created by the “Moving Ahead for Progress in the 21st Century Act” (MAP-21), and continued through the Fixing America’s Surface Transportation (FAST) Act, to improve state and local transportation facilities that provide access to and through federal lands for visitors, recreationists and resource users. FLAP funds are eligible for planning, engineering, restoration, construction, and reconstruction of transportation facilities but are not intended for maintenance (chipseal, potholes, etc.) projects.

Program Requirements:

Projects that may be considered for FLAP funding include:

1. The transportation facilities owned or maintained by the State, or local entity that provide access to, are adjacent to, or are located within Federal lands with an emphasis on **high-use recreation sites** or **federal economic generators**. Projects may include *engineering, rehabilitation, restoration, construction, reconstruction, transportation planning, and research* of the eligible transportation facility.
2. The project applicant **must meet the minimum local match requirement**, which may include federal agency funds excluding *Title 23* or *Title 49* funds, with exception of the Federal Lands Transportation Program (FLTP) and Tribal Transportation Program (TTP) both eligible matching federal programs. In California, the minimum local match requirement is 11.47%.

See <http://flh.fhwa.dot.gov/programs/flap/> for more information regarding eligibility.

Program Decision Making:

The California Federal Lands Access Program is administered by the Federal Highway Administration (FHWA) by the Central Federal Lands Highway Division (CFLHD). FAST reinstates MAP-21 mandates whereby decisions are to be made through the California FLAP Program Decision Committee (PDC) in cooperation with Federal Land Management Agencies (FLMA). Please refer to the 2017 Project Evaluation guidance for further information.

CA FLAP PDC Members:

- Ryan Tyler, Planning & Programs Manager, FHWA – CFLHD or designated representative Chris Longley;
- April Nitsos, Division of Local Assistance (or designated representative), and
- Richard Tippett, Trinity County DOT Director, (or designated representative)

Federal Land Management Agency Coordination:

- Per 204(c)(2) Consultation Requirement – the PDC cooperates with each applicable Federal agency in each State before any joint discussion or final programming decision. For big 12 States a Technical Advisory Group (TAG) is formally convened.

| Federal Land Management Agency | TAG Representatives |
|--------------------------------|---------------------|
| National Park Service | Justin DeSantis |
| National Forest Service | Leslie Boak |
| Bureau of Land Management | Paul Fulkerson |
| U.S. Fish and Wildlife Service | Andrea Van Den Berg |
| Army Corps of Engineers | Phil Smith |
| Bureau of Reclamation | Dan Staton |

California Federal Lands Access Program: Project Proposal Solicitation

Project Proposal Information:

The Federal Lands Access Program (FLAP) presents a unique opportunity for state and local entities to obtain federal funding for a variety of transportation projects that improve access federal lands in the state of California.

California FLAP Summary

| | |
|---|---|
| Annual Allocation | \$32.9 Million |
| Local Minimum Match Required | 11.47% |
| Advertised Amount | \$60 – \$70 Million |
| Advertised Fiscal Years to Program | FY 2021 – FY 2022 |
| Call for Project Proposals | January 23, 2017 – April 7, 2017 (deadline) |
| CA FLAP Website | http://www.flh.fhwa.dot.gov/programs/flap/ca/ |

Project Proposal Process:

The PDC will review, evaluate, and prioritize all eligible Project Proposal submitted and select those to be short-listed using the Project Proposal evaluation criteria developed by the PDC. The PDC will select a balanced program that maximizes funding and addresses critical needs, in consultation with applicable Federal Land Management Agencies.

By submission of a Project Proposal the Applicant is acknowledging to the following requirements:

- a) Proposed projects must be located on a public highway, road, bridge, or trail that is located on, is adjacent to, or provide access to Federal lands for which the facility title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or local government.
- b) The applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintenance indicating the Proposal is being submitted on their behalf.
- c) It is the responsibility of the applicant to supply the necessary information to complete the Proposal to the best of their ability. This may include cost estimates, maps, photos, etc.
- d) Project Proposals must be supported by the appropriate Federal Land Management Agency (FLMA), documented by a completed support form or a letter of support.
- e) The California FLAP requires a minimum match requirement is **11.47%** of the total project cost. Other Federal (non-title 23 or 49) funds may be used as match. Please note this may require an approval (resolution) of a commitment of funds from the governing agency prior to the Project Proposal deadline.
- f) For all non-State agency applicants, a FLAP resolution has been furnished and includes:
 - a. Certification that consistent and sufficient maintenance of the transportation facility will be provided for a minimum of 20 years, preferably for the life of the facility.
 - b. Commitment letter from the governing body to provide all required matching funds, including toll credits if applicable.
- g) Following review of eligible Proposals submitted, the PDC will select a Short-list of Projects using the Project Selection criteria. If short-listed, the Applicant will enter into a Reimbursable Agreement (RA) for the not-to-exceed amount of \$10,000 within 45 days of notification of selection for CFLHD to complete project scoping efforts to develop an accurate scope, schedule, and budget.
- h) If the PDC and the Applicant agree with the project scope, schedule, and budget the PDC will approve the project for final programming. At this time the RA will be modified to meet the final match requirement for the full project scope, and a Memorandum of Agreement defining that scope as well as roles and responsibilities to be executed within 60 days from approval of funding.

California Federal Lands Access Program: 2017 Call for Projects Detailed Schedule

| | | <i>PRE-CALL</i> | <i>CALL</i> | <i>REVIEW</i> | <i>SELECT</i> | <i>SCOPE</i> | | <i>DELIVER</i> |
|------------------|----------------------|---|---|---|---|---|--|--|
| | | <i>January</i> | <i>January - April</i> | <i>May</i> | <i>June</i> | <i>July</i> | <i>August</i> | <i>September</i> |
| PDC | | Notify agency counterparts and potential applicants of impending call for projects. | Advertise Call for Project Proposals to constituents. | PDC scores and ranks Proposals | PDC selects short-list of applicants | | Review PDPs for short-listed projects at final project selection meeting | Funded program announced. |
| CFLHD | | Schedule the call with state PDC, prepare the call packet, and update website with call schedule. | Issue Call for projects and distribute notification email to PDC and TAG | Prepares summary of all projects and evaluation sheets for PDC and TAG. | Notify short-list of projects and enters preliminary project agreement with Applicant | Scope short-listed projects and develop Project Delivery Plans for an accurate scope, schedule, and budget. | | Notify applicants of program year and update agreements to proceed with work. |
| FLMA | Region (TAG) | Notify local units/stations in respective states of impending call for projects. | <ul style="list-style-type: none"> Notify units/stations in respective states of open Call for Projects. Notify FLMA units/stations and their respective local entities and State DOTs to submit projects | TAG meets to evaluate projects to provide final ranking to PDC. | FLMA Region notified of short-list of Proposals. | | | |
| | Local Sponsor | <ul style="list-style-type: none"> Review FLAP eligibility requirements. Engage state and local facility owners to identify and discuss potential projects. | <ul style="list-style-type: none"> Support applicant by providing necessary Proposal information Provide initial acknowledgement of project on Proposal materials (FLMA Support Form) If Federal funds are being used for match; coordinate with Region for endorsement Notify FLMA Region representative of submitted Proposals. | Support inquiries from TAG as needed. | FLMA included in notification of selection. | Engaged in scoping as appropriate. | | Assign appropriate FLMA project representative to coordinate with CFLHD on execution of project agreement. |
| APPLICANT | | Engage FLMA sponsor to discuss potential FLAP projects. | Prepare and submit Proposals with signature of supporting FLMA unit/station. | | Short-list of applicants sign preliminary agreement to proceed with scoping. | Engaged in scoping as appropriate. | | Assign project representative to coordinate with CFLHD on agreements. |



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division

January 23, 2017

12300 West Dakota Avenue
Suite 380B
Lakewood, CO 80228

Federal Land Managers
CALTRANS
Regional, County and Local Governments
Tribal Governments

Request for Project Applications California Federal Lands Access Program

The Federal Lands Access Program (FLAP) presents an exciting opportunity for state, county, and local entities to obtain funding for a variety of transportation projects accessing Federal Lands in the state of California. Project applications are now being accepted to develop a multi-year program of transportation projects (estimated program funding availability of up to \$70 million dollars). Preliminary engineering, construction, and construction engineering funding will become available after the program selection process has been completed.

What is the deadline for submittals?

The PDC of California requires all applications to be submitted by **April 7, 2017**.

What is the purpose of the program?

The goal of the Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.

Who is eligible to apply?

Eligible applicants include State, county, tribal, or city government agencies that **own or maintain** the transportation facility.

What types of projects will be considered?

The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on Federal high-use recreation sites and Federal economic generators. The Access Program funds are intended for design, construction, or reconstruction and **are not** intended for maintenance projects (e.g., crack sealing, chip seal, potholes, or drainage repair).

How do I submit a project application?

1. Complete the California Federal Lands Access Program Application found at <http://www.flh.fhwa.dot.gov/programs/flap/ca/>
2. Obtain endorsement from the appropriate Federal Land Management Agency (FLMA)
3. Send your completed project application via E-Mail to cfl.planning@dot.gov

How will projects be evaluated?

For California, the Access Program is administered by the Federal Highway Administration (FHWA) through the Central Federal Lands Highway Division (CFLHD). MAP-21 mandated, and the FAST Act reinstated, that decisions be made through California's Programming Decisions Committee (PDC) in cooperation with the respective Federal Land Management Agencies. The PDC consists of three representatives: (a) FHWA; (b) the State DOT; and (c) a "representative of any appropriate political subdivision of the state." The PDC will review project applications and rank them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in the state of California and Federal regulations and guidelines.

Members of the California PDC include:

- Ryan Tyler, Planning and Programs Branch Manager, FHWA - CFLHD or designated representative Chris Longley;
- April Nitsos, Division of Local Assistance (or designated representative); and
- Richard Tippett, Trinity County DOT Director (or designated representative)

The California PDC will solicit project applications with the intent of developing a 2 year program. **Applications will be due by April 6, 2017.** Applicants must be prepared to address the match requirements (11.47%) and have the support of the pertinent Federal Land Management Agencies.

Preference will be given to those projects which provide access to **Federal high-use recreational sites** or **Federal economic generators**. Projects will be evaluated on the following criteria:

- Access, mobility and connectivity;
- Economic development;
- Facility condition;
- Safety;
- Funding, coordination and cost; and
- Resource protection.

Project selection resides with the PDC. The PDC will select a balanced program made up of a range of projects with a mix of larger and smaller construction values to balance the applicant's needs with the available funding. The PDC will make its final decision based on the project proposals ability to meet the aforementioned criteria as well as project support, project readiness, agency priorities, applicant's share of project costs, availability of funds, project development delivery schedules, previous Federal investment and environmental and right-of-way time constraints.

2017 Tentative Project Selection Schedule:

| <i>MONTH</i> | <i>January</i> | <i>February</i> | <i>March</i> | <i>April</i> | <i>June</i> | <i>July</i> | <i>August</i> | <i>September</i> |
|-----------------------------------|--|-----------------|--------------|---------------------------------|-------------|--|-------------------------------------|--------------------------|
| PROGRAM DECISION COMMITTEE | Call for Project Proposals | | | PDC evaluates project Proposals | | PDC selects short-list of project Proposals. Notifications of results are distributed to all applicants. | PDC final project selection meeting | Funded program announced |
| APPLICANT | Project Proposals are prepared and submitted | | | | | Short list of Proposals engaged in developing reimbursable agreements. | | |

Note: Schedule subject to change

Who should I contact if I have questions?

Questions about the application process or the Federal Lands Access Program can be directed to: Christopher Longley, CFLHD's Access Program Coordinator at (720) 963-3733 or Christopher.Longley@dot.gov or Morgan Malley, CFLHD Transportation Planner at (720) 963-3605 or Morgan.Malley@dot.gov

For agency-specific contacts in California, see below.

| Agency | Name | Email |
|--------------------------------|---------------------|--|
| National Park Service | Justin DeSantis | Justin_DeSantis@nps.gov |
| National Forest Service | Leslie Boak | ljboak@fs.fed.us |
| Bureau of Land Management | Paul Fulkerson | Pfulkers@blm.gov |
| U.S. Fish and Wildlife Service | Andrea Van Den Berg | andrea_vandenberg@fws.gov |
| U.S. Army Corps of Engineers | Phil Smith | Phil.Smith@usace.army.mil |
| Bureau of Reclamation | Dan Staton | dstaton@usbr.gov |

Sincerely yours,

ORIGINAL SIGNED BY:

Christopher Longley, PE
Federal Lands Access Program Coordinator

Attachment (Project Application)

Priority Infrastructure Projects

Criteria

In order to be considered “priority infrastructure projects,” they must align with the following criteria:

- A national security or public safety “emergency”
- Be on the path to "shovel-ready" - with at least 30 percent of initial design and engineering work already completed – such that they could be initiated in 2017

- Direct job creator
- Project with the potential for increased U.S. manufacturing

Please send a brief description of any infrastructure project ideas. Projects can include roads, bridges, rail, transit, ports, etc.

Contact Information: Submitted by Patricia Taylor, Executive Director - (559) 675-0721, ext. 13 - patricia@maderactc.org

| MPO/RTPA | Project Title | Sector (examples below) | Total Project Cost | Funding Need | Revenue Stream | Project Description / Benefit (include above criteria where applicable) |
|---|---|-------------------------|--------------------|--------------|----------------|--|
| Madera County Transportation Commission | California State Route 99 - Avenue 12 to Avenue 17 in Madera County - Widen from 4 to 6 Lanes | Highways and Bridges | \$67,136,000 | 60,736,000 | No | <p>The project is located near the geographic center of both California and the San Joaquin Valley, the breadbasket of the nation and the source of much of the nation’s agricultural export income. The project represents a major lynchpin for goods movement and passenger travel along SR 99 through the City of Madera. Federal funding will be used for construction of this shovel-ready project, which will enhance freight and passenger mobility to and through the heart of California.</p> <p>Widening of this section of SR 99 within and adjacent to the City of Madera is needed to improve safety, reduce congestion, increase connectivity for goods movement and general traffic on the national highway system, preserve acceptable facility operation and improvements vital to national energy security.</p> <p>Funding of this project will improve the flow of goods and services, and reduce the time it takes to transport perishable commodities from farm to market throughout the United States and around the world. This project will stimulate and provide a catalyst for job creation in an area faced with consistently high unemployment. It is estimated that approximately 400 direct jobs will be created as a result of this project.</p> <p>The environmental phase for this project is complete, and is shovel-ready for construction in 2017.</p> |



OFFICE OF THE GOVERNOR

February 7, 2017

Scott D. Pattison
National Governors Association Executive Director & Chief Executive Officer
444 North Capitol Street, Suite 267
Washington, D.C. 20001

Dear Mr. Pattison:

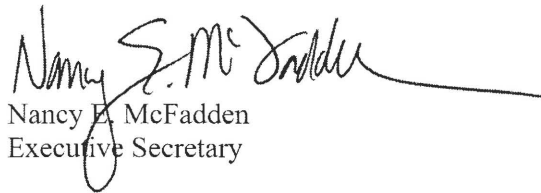
Per your request, attached is California's initial list of key infrastructure projects, representing more than \$100 billion in targeted investment across the state. These investments will build and improve: roads; levees; bridges; ports; train and public transit systems; water storage and recycling projects; as well as energy, military, veterans and emergency operations facilities and services.

In the short-term, these projects will benefit businesses up and down the state and put thousands to work – many in communities with the highest rates of unemployment. Long-term, this investment will have lasting, expansive economic benefits by moving goods and people faster, protecting vulnerable communities from flooding, bolstering emergency response capabilities, saving and storing more water and improving energy reliability.

To prepare for the future – and complement federal investments – California is doing its part by working on legislation to ensure a permanent and sustainable funding stream is in place to further support road, highway and other critical infrastructure construction and improvements – part of a 10-year transportation investment plan.

California is home to one out of every eight Americans and when we build in California, we build for America.

Sincerely,



Nancy E. McFadden
Executive Secretary

Priority Infrastructure Projects - 2017

| Project | Sector | Revenue Stream | State |
|--|--------------------------|-----------------------|--------------|
| Widen and replace critical interchanges on I-710 (South Corridor Project Phase 1) to improve freight corridor service to the ports of LA and Long Beach. | Highway and Bridge | No | CA |
| Strengthen Otay Mesa Mexican border security with a new port of entry for secure and efficient crossings. | Highway and Bridge | Yes - Tolls | CA |
| Construct 16 miles of managed express lanes in major commute corridors on I-405 in Orange County. | Highway and Bridge | Yes - Managed Lanes | CA |
| Construct express lanes on Highway 15 in Riverside County between Cajalco Road and SR 60, a major freight and regional corridor. | Highway and Bridge | Yes - Managed Lanes | CA |
| Construct express lanes on I-10 in San Bernardino County between the LA County line and SR 15, a major freight and regional corridor. | Highway and Bridge | Yes - Managed Lanes | CA |
| Replace the Gerald Desmond Bridge, a vital bridge for freight movement to and from ports of LA and Long Beach. | Highway and Bridge | No | CA |
| Construct multi-county express lane network to relieve Bay Area congestion for freight and major job centers along US 101, I-80, I-680, I-880, SR 85 and SR 237. | Highway and Bridge | Yes - Managed Lanes | CA |
| Improve highway interchange and truck scales at the I-80/I-680 Highway interchange. | Highway and Bridge | Yes | CA |
| Expand I-5 HOV lanes in Sacramento County from the City of Sacramento to City of Elk Grove. | Highway and Bridge | No | CA |
| Build new lanes and interchanges on SR 99 through Tulare, Madera, Livingston, Turlock and Fresno in the San Joaquin Valley. | Highway and Bridge | No | CA |
| Construct new connectors to improve freight movement and congestion in Bakersfield and Kern County on the SR 99/SR 58 corridor. | Highway and Bridge | No | CA |
| Construct HOV lanes connecting Ventura and Santa Barbara along US 101. | Highway and Bridge | No | CA |
| Build four express lanes on Highway 156, a major freight and regional connector in Monterey and San Benito Counties. | Highway and Bridge | Yes - Managed Lanes | CA |
| Replace substandard rail and highway grade separation on I-5 from Redding to Anderson. | Highway and Bridge | No | CA |
| Complete HOV lanes on US 101 through Marin and Sonoma. | Highway and Bridge | No | CA |
| Construct 3 miles of rail in the North Coast I-5 Multimodal Corridor in San Diego and complete 23 miles of new managed lanes. | Highway, Bridge and Rail | Yes - Managed Lanes | CA |
| Expand and improve Los Angeles Metro Transit (Purple Line, Airport Connector, Orange Line BRT) to benefit commuters and the 2024 Olympic bid. | Rail and Transit | Yes - Fares | CA |
| Modernize and replace LA Metro rail fleet and service. | Rail and Transit | Yes - Fares | CA |
| Link Santa Ana and Garden Grove with the Orange County Streetcar Project. | Rail and Transit | Yes - Fares | CA |
| Extend BART to San Jose Project. | Rail and Transit | Yes - Fares | CA |
| Electrify the Caltrain Peninsula Corridor. | Rail and Transit | Yes - Fares | CA |
| Expand and replace BART and Muni rail fleet. | Rail and Transit | Yes - Fares | CA |
| Construct streetcar system in Sacramento and improve the regional transit vehicle fleet. | Rail and Transit | Yes - Fares | CA |

| Project | Sector | Revenue Stream | State |
|---|-----------------------------|----------------|-------|
| Expand the ongoing Central Valley to Silicon Valley High-Speed Rail construction to include service from San Francisco to San Jose, Merced to San Jose, North of Bakersfield to Bakersfield, and construct the Southern California improvements from Burbank to Anaheim, benefiting High-Speed Rail, freight, commuter rail and the 2024 Olympic bid. | Rail and Transit | Yes - Fares | CA |
| Reconfigure and expand Port of Long Beach Pier B On-Dock Rail Support Facility. | Rail and Sea Port | Yes | CA |
| Build out the Earthquake Early Warning System to alert public and California private industries, utilities and critical infrastructure sectors before major earthquakes. | Emergency Response | Yes - Private | CA |
| Upgrade the State Public Safety Telecommunications Network with next generation 911 capabilities. | Emergency Response | Yes | CA |
| Expand and integrate satellite and broadband towers to enhance coverage in rural areas. | Emergency Response | Yes | CA |
| Modernize the California Specialized Training Institute in San Luis Obispo to improve training capabilities for first responders and emergency managers. | Emergency Response | No | CA |
| Build a Northern California Regional Emergency Operations Center in Fairfield to consolidate two outdated facilities that serve 47 counties in the northern, coastal and central regions. | Emergency Response | No | CA |
| Build a Southern California Regional Emergency Operations Center at the Joint Forces Training Base in Los Alamitos to serve as the primary operation and coordination center and defense support for the National Guard. | Emergency Response/Military | No | CA |
| Repair and modernize Los Alamitos Airfield for critical emergency operations. | Military | No | CA |
| Modernize the Army National Guard's helicopter maintenance facility in Fresno, which serves 13 western states. | Military | No | CA |
| Replace outdated skilled nursing facility at Yountville Veterans Home, the nation's largest veterans home. | Veterans | No | CA |
| Facilitate low-interest loans for water users funding California Water Fix, a major upgrade to Sacramento-San Joaquin Delta conveyance infrastructure to improve water quality, ecosystems and reliability of water deliveries. | Water Reliability | Yes | CA |
| Construct Recharge Fresno Project to improve pipelines and water system facilities that will capture, treat and deliver water to Fresno homes and businesses. | Water Reliability | Yes | CA |
| Enlarge the San Luis Reservoir and improve resiliency of existing dam. | Surface Storage | Yes | CA |
| Reduce flooding risk to the City of Marysville and critical hospital infrastructure with the Marysville Ring Levee Project. | Flood Control | Yes | CA |
| Raise Folsom Dam to improve flood protection for Sacramento region and improve dam safety. | Flood Control | No | CA |
| Construct the Lower Elkhorn Basin Levee Setback Project to expand the capacity of the Yolo and Sacramento Bypasses to improve flood protection in the Sacramento region. | Flood Control | Yes | CA |
| Construct the American River Common Features Natomas Basin Project, to reduce the risk of flooding in the Sacramento region. | Flood Control | No | CA |

| Project | Sector | Revenue Stream | State |
|--|-----------------------|----------------|-------|
| Rehabilitate existing levees and make other improvements in the Sacramento River Bank Protection Project. | Flood Control | No | CA |
| Construct the Los Angeles Regional Recycled Water Program to purify water currently being discharged to the ocean for recharging groundwater basins. | Water Recycling | Yes | CA |
| Construct the Pure Water Monterey Project to implement advanced water recycling technology in Monterey County. | Water Recycling | Yes | CA |
| Construct the Pure Water San Diego Phase 1 Projects to implement advanced water recycling technology in the San Diego region. | Water Recycling | Yes | CA |
| Construct the North Bay Water Reuse Project to provide reliable recycled water for the counties of Marin, Sonoma and Napa counties. | Water Recycling | No | CA |
| Construct the San Francisco Westside Recycled Water Project to replace the use of drinking water with recycled water for irrigation. | Water Recycling | Yes | CA |
| Restore habitat and improve dust suppression at the Salton Sea. | Ecosystem Enhancement | No | CA |
| Build a 1,300 MW pumped hydroelectric energy storage project in Riverside County near the town of Desert Center. | Energy | Yes - Private | CA |
| Add 500 MW of energy storage capability to the San Vicente Reservoir to enhance reliability of the electricity grid. | Energy | Yes - Private | CA |
| Complete multiple upgrades to current electrical grid infrastructure, including investments to improve security. | Energy | No | CA |

U.S.

States Vie to Be Part of Trillion-Dollar Infrastructure Spending Sprees

By RICHARD PÉREZ-PEÑA, ALAN BLINDER and MITCH SMITH JAN. 25, 2017

New Jersey wants a railroad tunnel under the Hudson River, California wants high-speed rail linking north and south, Florida wants improved seaports, and most everyone wants highways and bridges.

President Trump and congressional Democrats have proposed trillion-dollar infrastructure spending sprees, and among their most ardent allies are the nation's governors, Republicans and Democrats, who cite years of pent-up demand for fixing or expanding old assets and building new ones.

“Every single governor in this nation has roads, bridges, tunnels and airports, and we want to work together, because we need to replace them, and we need to repair them,” Gov. Terry McAuliffe of Virginia, a Democrat, said on Wednesday at a National Governors Association meeting in Washington.

Last month, the Trump transition team asked the governors association to collect wish lists from the states, with an emphasis on “shovel ready” projects that are far enough along in engineering, approval and even construction to begin using the money quickly, and those that enhance national security and economic competitiveness, especially in manufacturing. The president has expressed a preference for partnerships between government and private industry, used in

projects like toll roads that can attract private investors with a steady stream of revenue.

Forty states and some territories have submitted lists, containing more than 300 projects, to the governors association. The group declined to make the lists public, but several states were willing to describe their submissions.

The Trump team drafted a list, first reported by the McClatchy newspapers, of 50 big items that it planned to consider. Though preliminary, the list gives an idea of the scale and range of ideas the administration is looking for. It includes long-discussed projects like digging the Hudson tunnel, replacing or repairing dilapidated bridges and highways, replacing outdated river locks that hinder commercial barge traffic, fixing old dams, building rail lines and airports, and creating a satellite-guided air traffic control system. It also contains newer plans like modernizing the electricity grid and storing water underground in arid areas.

It is far from certain that the building boom will materialize, or that it will be as big as Mr. Trump and others would like. Congressional Republicans blocked President Obama's plans for a major infrastructure push, which would add to the federal deficit.

It also remains to be seen how much resistance fiscal conservatives will offer with a Republican president in office, but some have already balked at the price. Policy makers often treat big-ticket projects that employ thousands of people as short-term stimulus for a sluggish economy, but these are being proposed at a time of economic expansion and low unemployment.

The Republican Senate majority leader, Mitch McConnell of Kentucky, has warned against "a trillion-dollar stimulus." Representative Bill Shuster, the Pennsylvania Republican who leads the Transportation and Infrastructure Committee, has cautioned that an infrastructure bill will not be considered for a few months, at least, because lawmakers will not take up a program until they figure out how to pay for it.

But among governors, infrastructure spending is "one of the few areas where you're seeing some pretty significant Democratic and Republican agreement," said

Scott Pattison, executive director of the governors association.

Enough agreement, in fact, that some Republican governors have overcome their aversion to taxes to pay for transportation projects. In the last three years, 17 states and the District of Columbia have raised their gasoline taxes, and lawmakers in at least nine states, from Alaska to South Carolina, are considering doing so this year.

Gov. Rick Scott of Florida, a Republican, whose office has not yet submitted a wish list, said that he wanted federal money for his state's seaports, and that he planned to lobby Vice President Mike Pence and Elaine L. Chao, Mr. Trump's nominee for transportation secretary.

"You've got to invest in things that are going to get you returns," Mr. Scott said. "We need to have projects that actually get more jobs."

In California, Gov. Jerry Brown, a Democrat, noted Mr. Trump's infrastructure proposal in his annual address to the Legislature, adding, "And I say amen to that, amen to that."

California's proposals include levees and dams, and the controversial high-speed rail connection between Los Angeles and San Francisco that has been a favorite of the governor's. But Gareth Lacy, a spokesman for Mr. Brown, added that the list included projects that could use money quickly, and not necessarily the state's top priorities.

Perhaps no state has more pressing infrastructure needs than Michigan, where a commission appointed by Gov. Rick Snyder, a Republican, reported late last year that the state needed to increase capital spending by \$4 billion a year for 20 years.

Michigan's decrepit water and sewer systems contributed to some of the state's most notorious infrastructure failures, like the poisoning of thousands of people in Flint, and the opening of an enormous sinkhole last month that forced the evacuation of several homes north of Detroit. In fact, Evan Weiner, chairman of the state commission, said the board found far more water and sewer problems than it expected, in addition to the anticipated crumbling roads and bridges.

“Water was the area where we really felt we had a quality-of-life issue,” he said.

Last fall, prompted by the Flint crisis, Congress approved a package of grants for Flint and other cities to deal with water emergencies. But much of the money was to be funneled through the Environmental Protection Agency, and the Trump administration has frozen the agency’s grant spending, leaving the fate of that aid in doubt.

Michigan has not yet submitted a list of projects to the president, but a spokeswoman for the governor said state officials specifically discussed with the Trump transition team improvement of the Soo Locks, on an important freight route on the waterway connecting Lake Superior to Lake Huron. That project is also on the Trump team’s tentative list.

Iowa is seeking money for locks and dams along the Mississippi River, and flood control in Cedar Rapids, which was hit hard by flooding in 2008 and again last year.

Gov. Robert Bentley of Alabama, a Republican whose proposals include construction of a six-lane bridge over the Mobile River, as well as water and sewer projects, said he hoped calls for greater infrastructure spending would prevail, even if they faced stiff opposition on Capitol Hill.

“We will have everything ready,” he said. “All we need is just the funding.”

But he, like other governors, said the states needed a lot of help: “I’m not sure \$1 trillion is enough.”

We asked readers to tell us about the most pressing needs where they live. Read more » <http://nyti.ms/2kluI6f>

A version of this article appears in print on January 26, 2017, on Page A17 of the New York edition with the headline: With Infrastructure Crumbling, States Vie to Be Part of Spending Sprees.



2001 Howard Road, Suite 201
Madera, California 93637

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

February 7, 2017

Mr. Richard Putler
Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
California Department of Transportation
855 M Street, Suite 200
Fresno, California 93721

RE: State Route 41 Draft Environmental Impact Report – SCH# 2015051074

Dear Mr. Putler,

Thank you for the opportunity to comment on the State Route 41 Draft Environmental Impact Report (EIR) – SCH# 2015051074. The Madera County Transportation Commission (MCTC) has no comment on the EIR at this time.

The MCTC is the Regional Transportation Planning Agency (RTPA) and the designated Metropolitan Planning Organization (MPO) for Madera County. The MCTC's role is to foster intergovernmental coordination and to develop a consensus among its members with regard to multi-jurisdictional transportation issues. In this regard, we would encourage the Department of Transportation (Caltrans) to continue its ongoing efforts to partner with the County of Madera in order to develop a consensus for this project, including alternatives that are acceptable to all affected agencies.

MCTC encourages Caltrans to review and consider any additional alternatives the County may identify. The County of Madera's State Route 41 Draft Environmental Impact Report comment letter may further outline additional identifiable alternative(s) and provide specific justification. It is recommended that a compromise be considered for the betterment of the County of Madera and its investments. It is further recommended that Caltrans reach out to the County of Madera to discuss the County's issues and concerns in more detail.

Patricia Taylor, MCTC Executive Director, is available to assist in gaining consensus among the agencies to achieve a successful project. Please do not hesitate to contact Ms. Taylor at patricia@maderactc.org or Dylan Stone, MCTC staff, at dylan@maderactc.org for additional information or (559) 675-0721.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Medellin", with a long horizontal line extending to the right.

Andrew Medellin, Chairman
Madera County Transportation Commission

CAPITOL OFFICE
Room 4158
Sacramento, CA 95814
(916) 319-2005
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Assembly California Legislature

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ASSEMBLYMEMBER, 5TH DISTRICT

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[Return to Agenda](#)

AB 174: CALIFORNIA TRANSPORTATION COMMISSION RURAL REPRESENTATION ACT

COAUTHORS: AGUIAR-CURRY, CABALLERO, DAHLE, GALLAGHER, MATHIS, WOOD

IN BRIEF:

AB 174 would require one voting member of the California Transportation Commission to reside in a county with a population of less than 100,000.

EXISTING LAW:

Currently, the California Transportation Commission consists of 11 voting members, and 2 Members of the Legislature who are appointed as non-voting ex-officio members. Of the 11 voting members, 9 are appointed by the Governor, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly.

THE ISSUE & AUTHOR'S STATEMENT:

The California Transportation Commission's mission is to be a unified voice for transportation issues in California; however every current member of the California Transportation Commission resides in a county with a population over one million people. It is impossible for the Commission to meet their mission as a unified voice for transportation issues in California without a representative from a small rural county of under 100,000 people.

THE SOLUTION:

AB 174 will ensure the voices of small, rural California counties are heard on the Commission. Our rural roads are crumbling and polka dotted with pot holes. Shovel-ready projects to update our infrastructure keep receiving the red line. The time has come to ensure our issues have a voice and a vote.

SUPPORT:

PENDING

CONTACT:

**Katie Masingale, Office of Assemblyman Bigelow
(916) 319-2005 or Katie.Masingale@asm.ca.gov**

MEMORANDUM

ITEM IV-A

DATE: February 22, 2017

TO: MCTC Policy Board

FROM: Patricia Taylor, Executive Director
Madera County Transportation Commission

RE: 12th Annual San Joaquin Valley Regional Policy Conference – Item IV-A

I. Requested Action:

Information and Discussion Only

II. Summary:

The Annual San Joaquin Valley Regional Policy Conference will be hosted by the San Joaquin Valley Regional Policy Council, representing eight counties within the San Joaquin Valley including Kern, Tulare, Kings, Fresno, Madera, Merced, Stanislaus and San Joaquin. The 2017 San Joaquin Valley Regional Policy Conference will take place March 8th through 10th at the Falls Event Center in Fresno.

This forum provides an excellent avenue for our Valley to communicate on regional issues that impact the entire San Joaquin Valley region. Issues such as transportation, air quality and state and federal advocacy for community priorities will be covered at this conference.

Additional details related to the conference can be found at: <http://www.fresnocog.org/12th-annual-san-joaquin-valley-policy-conference>

MCTC extends the invite to its Policy Board members. If you are interested, please contact Sheila Kingsley at sheila@maderactc.org or (559) 675-0721 extension 10.

III. Fiscal Impact:

No fiscal impact to the approved 2016-17 Overall Work Program and Budget

MEMORANDUM

ITEM IV-B

DATE: February 22, 2017

TO: MCTC Policy Board

FROM: Dylan Stone, Regional Planning Supervisor
Madera County Transportation Commission

RE: 2014 Madera County Regional Transportation/Sustainable Communities Strategy Amendment Update

I. Requested Action:

Information and Discussion

II. Summary:

The 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Environmental Impact Report (EIR) were adopted by the Madera County Transportation Commission (MCTC) Board in June of 2014. Senate Bill 375 (SB 375) introduced a new component of the Regional Transportation Plan involves the development of a sustainable communities strategy to reduce greenhouse gas (GHG) emissions from vehicle tailpipes through the integration of transportation and land use planning. The California Air Resource Board (ARB) established targets for GHG reductions in the years 2020 and 2035 measured against GHG levels in 2005. The 2014 RTP/SCS preferred planning scenario did not meet the GHG reduction goals established by ARB. SB 375 provides an option for a RTP/SCS which does not meet the targets to develop an Alternative Planning Strategy (APS) which can. MCTC will be amending the 2014 RTP/SCS instead of creating an APS to demonstrate GHG reductions meeting the exceeding the reduction targets established by the ARB.

MCTC Staff is finalizing an amendment to the 2014 RTP/SCS and EIR. This amendment will be the culmination of many staff and consultant hours aimed towards assessing why the preferred RTP/SCS scenario was unable to meet the GHG reduction targets, what steps need to be taken to develop a scenario which does meet the targeted reductions, and actions taken to implement a plan that does meet the GHG targeted reductions. In the steps leading to the decision to amend the plan, staff decided to forgo the creation of an APS to focus on a plan that is both feasible and fiscally constrained as required of an RTP but not an APS. As a result, the 2014 RTP/SCS will be able to demonstrate compliance with the GHG reductions per capita requirements established by the ARB to comply with SB 375.

Staff will hold an SCS stakeholder committee and meet with interested individual groups to provide comprehensive information regarding the amendment of the 2014 RTP/SCS and EIR before officially bringing the amendment before the MCTC board for action in the spring of 2017.

III. Fiscal Impact:

No Impact to Fiscal Year 2016/2017 Budget

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, January 18, 2017
Time: 3:05 p.m.
Place: MCTC Board Chambers

Members Present: Chairman - Waseem Ahmed – Councilmember, City of Chowchilla
Tom Wheeler - Supervisor, Madera County
Brett Frazier - Supervisor, Madera County
William Oliver – Councilmember, City of Madera
Alt. Charles Rigby – Councilmember, City of Madera
Alt. Robert Poythress – Supervisor, Madera County

Members Absent: Vice Chairman - Andrew Medellin – Mayor, City of Madera
Max Rodriguez - Supervisor, Madera County

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Michael Navarro, Senior Planner

MCTC Staff Present: Patricia Taylor, Executive Director
Dylan Stone, Regional Planning Supervisor
Troy McNeil, Fiscal 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. Caltrans Quarterly Newsletter – January/February/March 2017

Included in the Commissioner’s packet was a copy of the Caltrans Quarterly Newsletter for the months of January, February, and March 2017.

Action: Information and Discussion Only.

B. Governor’s Proposed FY 2017-18 Transportation Budget

The Governor released his proposed State Transportation Budget for 2017-18. The entire proposed State Budget documents may be found at: <http://www.ebudget.ca.gov/>. The Governor included his Transportation Funding proposal in

the proposed State Budget. Included in the Commissioner's packet was a copy of the memo developed by the Self Help Counties Coalition, Executive Director, outlining the Governor's and Legislator's Funding Proposals.

Action: Information and Discussion Only.

C. *The Sustainable Communities Planning Grant and Incentives Program: Best Practices Pilot*

The Sustainable Communities Planning Grant and Incentives Program: Best Practices Pilot, is an effort to support local land use planning related to climate and the State's statutory planning priorities. SCPGIP funding in the amount of \$250,000, will be available for applicants to apply for up to \$50,000. These grants will support the development and/or implementation of a specific portion of land use plan, land protection or management practice, or development project, that targets sustainable development and the State's climate policies with the express intent of 1) implementation of that project or plan; and 2) identification of a best practice and creation of a Case Study to share amongst land use planning and policy peers. This small grant is not intended to fund a long-range plan or project in its entirety. Proposed applications must support local implementation of state policies, with a focus on creating more resilient communities through climate adaptation and mitigation.

The deadline for submittal has been extended to February 9, 2017. For more information please see <http://sgc.ca.gov/resource%20files/20161220-BPGuidelinesFinal.pdf>

Action: Information and Discussion Only.

D. *2017 San Joaquin Valley Blueprint Awards Nominations*

A Call for Nominations for the 2017 San Joaquin Valley Blueprint Awards has been announced. Candidate projects and individuals in all jurisdictions within the San Joaquin Valley are eligible for nomination. The deadline for nominations is February 3, 2016 by noon. Awards will be presented at the 12th Annual San Joaquin Valley Spring Policy Conference in a luncheon ceremony on March 9, 2017, to be held at the Falls Event Center in Fresno. For more information and a nomination packet please see: <http://valleyblueprint.org/files/feature/SJV%20Blueprint%20Awards%20-%202017%20Nominations%20Packet.pdf>

Action: Information and Discussion Only.

E. *Section 5310 Call for Projects*

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities provide Capital Grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transit services are otherwise unavailable, insufficient or inappropriate. The Call for projects was released on January 9, 2017. Application deadline is **March 1, 2017 at 5:00 p.m.** For more information please see <http://dot.ca.gov/hq/MassTrans/5310.html>.

Action: Information and Discussion Only.

F. *2017 San Joaquin Valley Regional Policy Conference*

The 2017 San Joaquin Valley Regional Policy Conference will take place March 8th through 10th at the Falls Event Center in Fresno. The Annual Policy Conference is a great way for the San Joaquin's transportation and planning communities to learn what is new in the field. The conference is designed to provide administration, planning and public works professionals, and policy makers from local and regional agencies with expert information on current important topics and new critical state and/or federal requirements. It also provides opportunities for enhanced communications through networking with the various agencies and presenters.

Action: Information and Discussion Only.

G. *Draft Environmental Document for SR 41 South Expressway*

The California Department of Transportation, in cooperation with the County of Madera, proposes to improve 6.1 miles of State Route 41 from 0.8 mile south of the Avenue 11 undercrossing to 1.4 miles north of Avenue 15 (post miles 1.5 to 7.6) in Madera County.

Two Build Alternatives (Alternatives 2 and 4) and a No-Build Alternative are under consideration. Both Build Alternatives include a new structure over Avenue 11 (undercrossing), new crossings (box culverts or bridges) at the Madera Canal and Lateral 6.2 canal, frontage roads, and controlled access. All intersections would be at grade (ground level) but would preserve enough right-of-way for future freeway interchanges at Avenues 12 and 15. The future freeway interchange at Avenue 15 would require improvements to approximately half a mile of Avenue 15 to transition into the interchange.

The No-Build Alternative would keep State Route 41 in its existing condition, although routine maintenance projects would continue.

There was a Public Hearing held on Wednesday, January 11, 2016 to discuss the Draft Environmental Document (DED). The DED and other information on the project can be found at this link <http://www.dot.ca.gov/d6/projects/madera41southexpressway/>

Action: Information and Discussion Only.

H. 2018 Regional Transportation Plan/Environmental Impact Report – Request for Proposals

MCTC is in the process of preparing a Request for Proposals (RFP) for the 2018 Regional Transportation Plan (RTP) / Environmental Impact Report (EIR). The 2018 RTP/EIR will have a horizon year of 2042 and must also meet the requisites of SB 375 by including a Sustainable Communities Strategy (SCS).

Staff has estimated that it will cost approximately \$250,000 for the completion of this project and will include this request in a future budget amendment.

The anticipated date of RFP release is January 31, 2017, and will be available on the MCTC website: www.maderactc.org

MCTC staff is planning to recommend a proposal for approval at the March 22, 2017 meeting. Contract award will occur at that meeting.

Action: Authorize budget for 2018 RTP/EIR and release of RFP.

I. California Transportation Commission (CTC) 2016 Annual Report to the California Legislature

Included in the Commissioner's packet was a copy of the letter from the CTC Chair transmitting the CTC's 2016 Annual Report to the California Legislature, prepare pursuant to Government Code Section 14535-14536. This report identifies and discusses key transportation issues for the coming year 2017 and also reviews accomplishments during the year just ended. The full report can be found at: <http://www.catc.ca.gov/reports/annualreports.htm>

The report identifies legislative and administrative recommendations for the upcoming year – 2017:

Legislative Recommendations:

- Address the Transportation Funding Shortfall (Funding);
- Promote Efficiency through Innovation (Reforms); and
- Instituting Accountability and Transparency (Reforms).

Administrative Recommendations:

- Require Caltrans to estimate and communicate the cost of new regulatory proposals and its impacts prior to legislative or regulatory enactment.
- Support the Transportation Agency's efforts to strengthen the organization independence and role of its internal audits and investigation functions.
- Require Caltrans to establish a centralized innovative project delivery team.
- Update the California Transportation Plan 2040 recommendations to identify the implementation priority, estimated costs, timeframe and responsible agency.
- Require Caltrans to review the hours of HOV lane operations in Southern California.
- Implement the Governor's proposal for Caltrans to generate \$100 million in efficiencies and provide annual reports to the Commission and Legislature on the savings generated.

2015-16 Commission Accomplishments:

- Allocated over \$4.5 billion in state and federal transportation funding.
- The Road Charge Technical Advisory Committee adopted and released Road Charge Pilot Design Recommendations.
- Amended the 2016 STIP Fund Estimate and adopted the 2016 STIP
- Initiated development of the California Transportation Plan and RTP Guidelines.
- Reported that Prop 1B results demonstrate promises made to California voters.
- Adopted priorities for the State's Transportation Asset Management Plan.
- Convened a workgroup to review Caltrans' current and projected capital outlay support staffing levels and methodology resulting in recommendations.
- Approved the development and operation of a high-occupancy toll facility on I-405.
- Adopted the 2015 ATP programming \$359 million to 208 projects valued at approximately \$500 million.

Action: Information and Discussion Only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEM

A. 2017 Federal Transportation Improvement Program – Formal Amendment No. 1 Resolution 2016-12

NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #1 TO THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on January 18, 2017, at 3:00 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #1 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 #1 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 commenced on January 4, 2017 and concluded January 11, 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 January 11, 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 January 18, 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 Ahmed opened the floor for public comments.

No comments were requested from the public. Chairman Ahmed closed the floor for comments.

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Wheeler to approve the Madera County 2017 FTIP Resolution 16-12 Amendment No. 1. A vote was called and the motion carried.

B. 2014 Regional Transportation Plan/Sustainable Communities Strategy Update

The 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Environmental Impact Report (EIR) were adopted by the Madera County Transportation Commission (MCTC) Board in June of 2014. Senate Bill 375 (SB 375) introduced a new component of the Regional Transportation Plan involves the development of a sustainable communities' strategy to reduce greenhouse gas (GHG) emissions from vehicle tailpipes through the integration of transportation and land use planning. The California Air Resource Board (ARB) established targets for GHG reductions in the years 2020 and 2035 measured against GHG levels in 2005. The 2014 RTP/SCS preferred planning scenario did not meet the GHG reduction goals established by ARB. SB 375 provides an option for a RTP/SCS which does not meet the targets to develop an Alternative Planning Strategy (APS) which can.

MCTC Staff is finalizing an amendment to the 2014 RTP/SCS and EIR. This amendment will be the culmination of many staff and consultant hours aimed towards assessing why the preferred RTP/SCS scenario was unable to meet the GHG reduction targets, what steps need to be taken to develop a scenario which does meet the targeted reductions, and actions taken to implement a plan that does meet the GHG targeted reductions. In the steps leading to the decision to amend the plan, staff decided to forgo the creation of an APS to focus on a plan that is both feasible and fiscally constrained as required of an RTP but not an APS.

Staff will convene the Madera County SCS stakeholder committee, hold public workshop, and meet with interested individual groups to provide comprehensive information regarding the amendment of the 2014 RTP/SCS and EIR before officially bringing the amendment before the MCTC board. Staff expects the total outreach and amendment process to be completed this fiscal year and to be acted upon by the MCTC Board in Spring of 2017.

Action: Information and Discussion. Direction may be provided.

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

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

VI. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – November 23, 2016

Included in the Commissioner's packet was a copy of the November 23, 2016 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of November 23, 2016.

B. Transportation Development Act (STA) – Apportionment, STA Resolution 16-08 Amendment No. 1

The State Controller's Office released a revised November 2016 State Transit Assistance (STA) estimate for FY 2016-17 that is lower than the original February 2016 estimate. The revised lower estimate has been provided to the local jurisdictions with a request to amend their applications.

Action: Approve STA Resolution 16-08 Amendment No.1

C. Revised Procurement Policies and Procedures Manual

Staff revised the Procurement Policies and Procedures Manual to include information on the Request for Qualifications method of procurement.

Action: Approve Revised Procurement Policies and Procedures Manual.

D. DRAFT Transportation Development Act Guidebook

A written DRAFT Transportation Development Act (TDA) Guidebook has been developed to provide clarity as to the linkage between MCTC policies directing TDA, the TDA administrative activities that are conducted by MCTC, and the funding allocations to the local jurisdictions for eligible programs such as bike and pedestrian projects, public transit, and streets and roads.

The draft document has been released to local jurisdictions for review and comment. Staff will bring a final document for Board approval at a later date.

Action: Information and discussion only.

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

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. MCTC Financial and Transportation Development Act Fund Audit for Fiscal Year ended June 30, 2016

Included in the Commissioner's packet was a copy of the Audit for MCTC Administrative and Planning Grant Funds and TDA Funds for FY 2015/16 prepared by Price, Paige, & Company Accountancy Corporation. The independent auditor's report expressed an unmodified opinion on the general purpose financial statements of the Commission and an unqualified opinion on the independent auditor's report for compliance of major programs.

Dave Dybas, Price, Paige & Company Accountancy Corporation, gave a thorough presentation of the Audit to the Board. The auditor did not note any adverse findings.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Wheeler to accept MCTC Financial and Transportation Development Act Fund Audit for Fiscal Year ended June 30, 2016. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

None.

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

A. FY 15/16 MCTA Audit Report

MCTA received the Measure "T" Audit Report for the Fiscal Year ended June 30, 2016 for the Madera County Transportation Authority. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

Dave Dybas, Price, Paige & Company Accountancy Corporation, gave a thorough presentation of the Audit to the Board.

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

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Oliver to accept FY 15/16 MCTA Audit Report. A vote was called and the motion carried.

X. Miscellaneous

A. Election of Officers

Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to appoint Commissioner Medellin as Chairman. A vote was called and the motion carried.

Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to appoint Commissioner Frazier as the Vice Chairman. A vote was called and the motion carried.

B. Items from Caltrans

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

C. Items from Staff

MCTC's Executive Director, Patricia Taylor, reported to the Board that Alt. Commissioner Poythress has been appointed to the California Freight Advisory Committee, representing the Valley.

She also mentioned the upcoming Valley Voice trips to Sacramento and Washington DC.

D. Items from Commissioners

MCTC Board, directed staff to work with the County of Madera's staff to support the County's comment letter regarding the SR 41/EIR.

Introductions were made by MCTC's newest Commissioner's to the Board, Commissioner William Oliver and Alt. Commissioner Charles Rigby.

XI. Adjournment

Meeting adjourned at 4:10 p.m.

Next meeting set for Wednesday, February 22, 2017

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission

Madera County Transportation Commission

Local Transportation Fund Estimate 2017/18 Apportionment to Member Agencies

| | |
|---|---------------------|
| 2017/18 Estimate per Madera County Auditor/Controller | \$ 3,935,153 |
| Less MCTC Administration Expense | \$ (70,000) |
| Balance Available for Allocation | \$ 3,865,153 |

County/Chowchilla adjustment for prison population per May 21, 1996 Agreement
2/1/17 Prison Population from DCR = **6,382**

| | DOF(E-1) Population 05/01/16 | DOF Prison Population | Adjusted Populations |
|------------|------------------------------------|--------------------------|----------------------|
| Chowchilla | 18,547 | (6,382) | 12,165 |
| County | 71,328 | 6,382 | 77,710 |

| | DOF Population 05/01/16 | Percent | Available for Allocation | 2% Article 3 Bicycle & Pedestrian | 3% RTPA Planning | Balance |
|------------|-------------------------------|---------|-----------------------------|--|---------------------|--------------|
| Chowchilla | 12,165 | 7.83% | \$ 302,671 | \$ 6,053 | \$ 9,080 | \$ 287,538 |
| Madera | 65,474 | 42.15% | \$ 1,629,022 | \$ 32,580 | \$ 48,871 | \$ 1,547,571 |
| County | 77,710 | 50.02% | \$ 1,933,460 | \$ 38,669 | \$ 58,004 | \$ 1,836,787 |
| | 155,349 | 100.00% | \$ 3,865,153 | \$ 77,302 | \$ 115,955 | \$ 3,671,896 |

State Transit Assistance Fund 2017/18 Apportionment to Member Agencies

| | |
|---|-------------------|
| 2017/18 Allocation per State Controller (PUC 99313) | \$ 581,318 |
|---|-------------------|

| | DOF (E-1) Population 05/01/16 | Percent | PUC 99313 Allocation |
|------------|-------------------------------------|---------|-------------------------|
| Chowchilla | 12,165 | 7.83% | \$ 45,522 |
| Madera | 65,474 | 42.15% | \$ 245,004 |
| County | 77,710 | 50.02% | \$ 290,792 |
| | 155,349 | 100.00% | \$ 581,318 |

MEMORANDUM

ITEM VII-A

DATE: February 22, 2017
TO: MCTC Policy Board
FROM: Patricia Taylor, Executive Director
RE: DRAFT FY 2017-18 Overall Work Program and Budget – ITEM VII-A

I. Requested Action:

Authorize circulation of Draft FY 2017-18 MCTC Overall Work Program for agency review

II. Summary:

A copy of the DRAFT FY 2017-18 MCTC Overall Work Program and Budget is available for review on the MCTC website at www.maderactc.org on the Overall Work Program project page.

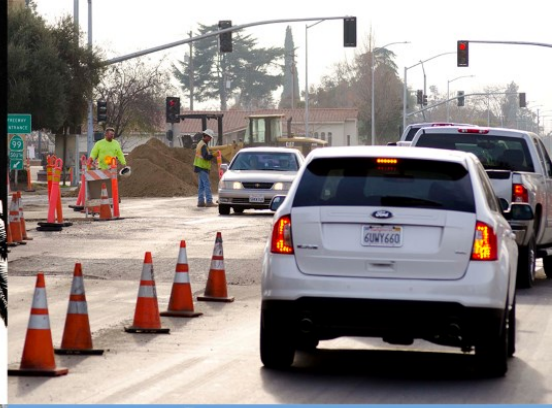
III. Discussion:

This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA, and FTA. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review, the OWP will be brought before the Commission for adoption at its May 2017 meeting.

The Annual Group Meeting, which includes the federal and state agency review group that meets with MCTC staff, was conducted on January 19, 2017 to help prepare for the FY 2017-18 OWP.

IV. Fiscal Impact:

No fiscal impact to the approved 2016-17 Overall Work Program and Budget



OVERALL WORK PROGRAM

FISCAL YEAR 2017-2018





**OVERALL WORK PROGRAM
Fiscal Year 2017-2018**

Madera County Transportation Commission
201 Howard Road, Suite 201
Madera, California 93637
(559) 675-0721
www.maderactc.org

ACRONYMS

| | | | |
|-----------------|---|-------------------|--|
| AB | Assembly Bill | MCTC | Madera County Transportation Commission |
| ADA | Americans with Disabilities Act | MicroDTM | Direct Travel Model (PC Version) |
| AQMP | Air Quality Maintenance Plan | MINUTP | Traffic Simulation Model |
| AVO | Average Vehicle Occupancy | MOU | Memorandum of Understanding |
| AWP | Annual Work Program | MPO | Metropolitan Planning Organization |
| BLA | Bicycle Lane Account | NEPA | National Environmental Protection Agency |
| CALTRANS | California Department of Transportation | OPB | Operations Program and Budget |
| CAG | County Association of Governments | OWP | Overall Work Program |
| CATX | Chowchilla Area Transit Express | PAC | Policy Advisory Committee |
| CEQA | California Air Environmental Quality Act | PDT | Project Development Team |
| CIP | Capital Improvement Plan | PM-2.5 | Particulate Matter (2.5 microns or less) |
| CMA | Congestion Management Agency | PM-10 | Particulate Matter (10 microns or less) |
| CMAQ | Congestion Mitigation Air Quality | REMOVE | Reduced Motor Vehicles Emission System |
| CMP | Congestion Management Program | RIP | Regional Improvement Program |
| COG | Council of Governments | RPA | Regional Planning Agency |
| CO SIP | Carbon Monoxide State Implementation Plan | RTIP | Regional Transportation Improvement Program |
| CTC | California Transportation Commission | RTP | Regional Transportation Plan |
| CTSA | Consolidated Transportation Services Agency | RTPA | Regional Transportation Planning Agency |
| DBE | Disadvantaged Business Enterprise | SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| DOA | Division of Aeronautics | SB | Senate Bill |
| EIR | Environmental Impact Report | SIP | State Implementation Plan |
| EIS | Environmental Impact Statement | SJVTPA | San Joaquin Valley Transportation Planning Agencies |
| EMC | Eastern Madera County | SJUAPCD | San Joaquin Valley Unified Air Pollution Control District |
| EPA | Environmental Protection Agency | SHOPP | State Highway Operation and Protection Program |
| FAA | Federal Aviation Administration | SMSA | Standard Metropolitan Statistical Area |
| FAST ACT | Fixing America's Surface Transportation Act | SRTDP | Short Range Transit Development Plan |
| FCMA | Fresno-Clovis Metropolitan Area | SSTAC | Social Service Transportation Advisory Council |
| FHWA | Federal Highway Administration | STA | State Transit Assistance |
| FTA | Federal Transit Administration | STIP | State Transportation Improvement Program |
| FTIP | Federal Transportation Improvement Program | TAB | Transit Advisory Board |
| GIS | Geographic Information System | TAC | Technical Advisory Committee |
| HPMS | Highway Performance Monitoring System | TAZ | Traffic Analysis Zones |
| IIP | Interregional Improvement Plan | TCI | Transit Capital Improvement |
| IPG | Intermodal Planning Group | TCM | Traffic Control Measures |
| IPR | Initial Project Reports | TDA | Transportation Development Act |
| ISTEA | Intermodal Surface Transportation Efficiency Act | TDP | Transit Development Plan |
| ITIP | Interregional Transportation Improvement Program | TEA | Transit Enhancement Activities |
| LTF | Local Transportation Fund | TIP | Transportation Improvement Program |
| MAP 21 | Moving Ahead for Progress in the 21 st Century | TSME | Transportation Systems Management Element |
| MAX | Madera Area Express | VMT | Vehicle Miles Traveled |
| MCAA | Madera County Action Agency | VW GIS | Valley-Wide Geographic Information System |
| MCC | Madera County Connection | YARTS | Yosemite Area Regional Transportation System |
| MCTA | Madera County Transportation Authority | YATI | Yosemite Area Transportation Information |

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ORGANIZATION AND MANAGEMENT

Overview

The Madera County Transportation Commission (Commission) is the Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, and Section 29532 of the California Government Code. The Commission is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program required by State law (California Government Code Sections 65080 et al.) and has entered into several Memoranda of Understanding (MOU) with Caltrans for delivery of these projects. The current MOU reflects Federal requirements per Federal transportation legislation. The Madera metropolitan boundary area shall cover the entire County of Madera.

The Commission's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the Commission works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

Description

Madera County is located in California's San Joaquin Central Valley. Encompassing 2,147 square miles, the County is situated in the geographic center of the State of California along State Route (SR) 99, approximately 18 miles north of Fresno. The County has an average altitude of 265 feet ranging from 180 to 13,000 feet above sea level. The San Joaquin River forms the south and west boundaries with Fresno County. To the north, the Chowchilla River forms a portion of the boundary with Merced County. Mariposa County forms the remainder of the northern boundary.

The crest of the Sierra Nevada Mountains forms the eastern boundary with Mono County. Generally, the County can be divided into three broad geographic regions in the valley area on the west; the foothills between Madera Canal and the 3,500 foot elevation contour; and the mountains from the 3,500 foot contour to the crest of the Sierra Nevada Mountains.

The valley area is generally flat and ranges in elevation from 180 to 1,000 feet. This area contains approximately two-thirds of the County's population and includes the cities of Chowchilla and Madera, as well as the unincorporated communities of Fairmead, Madera Ranchos and Bonadelle Ranchos. A well-developed agricultural economic base characterizes this area.

The foothill area contains the remaining one-third of the County population residing in the unincorporated communities of Oakhurst, Ahwahnee, North Fork, Coarsegold, Raymond and Yosemite Lakes Park. The agricultural base in this area is primarily grazing. Much of the area's employment base is involved in the tourist-related services with a significant commuter component going to Fresno, Madera and other valley employment and service centers.

Organizational Chart

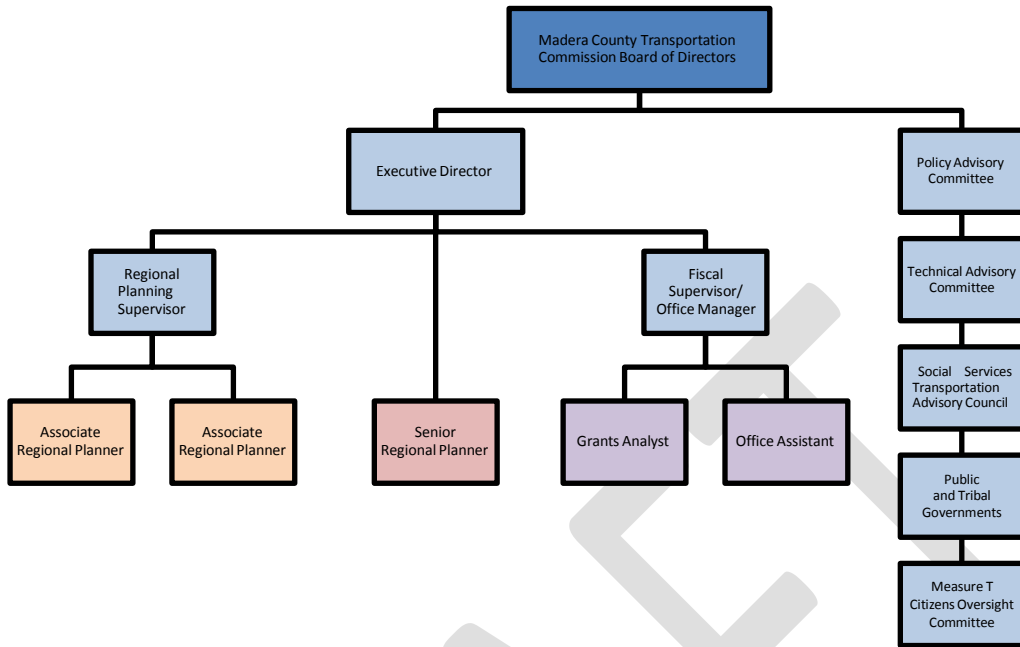
The Commission is organized into a Board of Directors supported by the Policy Advisory Committee and the Technical Advisory Committee. The Commission staff includes an Executive Director; a Fiscal Supervisor; a Planning Supervisor; three Regional Planners; a Grants Analyst; and an Office Assistant. There is currently one standing committee - the Social Services Transportation Advisory Council (SSTAC) which reports through the Technical Advisory Committee. The relationship between the Board, its staff and the committees is illustrated in Figure 1 and discussed in more detail below.

The Commission Board of Directors is comprised of three (3) members from the Madera County Board of Supervisors; two (2) members from the Madera City Council; and one (1) member from the Chowchilla City Council. The members shall be appointed by the member agencies. Each member agency designates at least one alternate who shall be an elected member of the designated agency.

The Policy Advisory Committee (PAC) has the same membership as the Board with the addition of one (1) person representing the Caltrans District 06 Director. This committee reviews transportation plans and programs prior to action by the Commission, with particular attention to compliance with applicable State and Federal planning and programming requirements.

The Technical Advisory Committee (TAC) includes the County of Madera, City of Madera, City of Chowchilla, Tribal Governments, and one representative from Caltrans District 06. The North Fork Rancheria of Mono Indians of California and the Picayune Rancheria of Chukchansi Indians of California, and other tribal governments are also invited to participate in the monthly TAC meetings. The TAC reviews staff work conducted pursuant to this Overall Work Program; advises the Commission and PAC on transportation issues; and makes recommendations on planning and programming actions to be taken by the Commission. TAC review is generally focused upon the technical merits of various transportation issues coming before the Commission. Staff consults with tribal governments as it relates to transportation planning issues and initiates consultation with the tribal governments at the government to government level.

Figure 1



The Social Services Transportation Advisory Council (SSTAC) serves as a citizen advisory committee to the Commission on matters related to public transportation needs of Madera County residents. The SSTAC generally has two to three meetings each year. The first meeting is held in March prior to the “unmet transit needs” hearing. This initial meeting is used to familiarize the members with their role as advisors to the Commission and to select Council officers. The second meeting is scheduled following the “unmet transit needs” hearing to provide the Council with an opportunity to consider commentary presented at the hearing. The Council works with staff to develop recommendations for the Commission towards finding that public transportation needs that are reasonable to meet are being met.

Cooperative Agreements

In order to accomplish its objectives and responsibilities relative to maintenance of a continuing, cooperative and comprehensive transportation planning program the Commission has established working relationships with a number of State, regional and local agencies. These agreements establish the framework for a planning process which ultimately results in the delivery of transportation projects which conform to local, State and Federal priorities for a safe, efficient, and environmentally sensitive transportation system.

Caltrans/Madera County Transportation Commission MOU – Comprehensive Transportation Planning

This is the Memorandum of Understanding (MOU) between the Commission and Caltrans. It recognizes the Commission’s status as the Regional Transportation Planning Agency and Metropolitan Planning Organization for Madera County; identifies the major responsibilities for development and adoption of the Regional Transportation Plan and Transportation Improvement Program; establishes public participation requirements; establishes responsibility for development of the Overall Work Program and agency budget; identifies State funding available to the Commission for maintenance of the planning program; and establishes accounting and auditing procedures. This MOU was first adopted in September

1973 and was most recently updated in February 2017. The MOU is designed to reflect the Commission's planning responsibilities required pursuant to Federal transportation legislation and the Federal Clean Air Act Amendments of 1990. It also addresses State requirements related to implementation of Senate Bills 45 and 375.

San Joaquin Valley Transportation Planning Agencies, Caltrans and the San Joaquin Valley Air Pollution Control District MOU

The eight counties of the San Joaquin Valley encompass 27,280 square miles, and are home to approximately 4 million residents. While large in size, the valley is not a heavily urbanized area like Los Angeles or the Bay Area, but consists of a variety of urbanized centers with a great deal of rural territory in between. These urbanized centers have unique commute shed characteristics which can best be served by localized planning, while the broader regional issues can be more than adequately coordinated through the existing MOU's that are in place. It is our opinion that the multiple Metropolitan Planning Organization (MPO) provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act) are most suitable for large suburban/rural areas such as the San Joaquin Valley.

The eight San Joaquin Valley transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive regional planning process contained in Federal transportation legislation. Specifically this MOU (updated in 2006) provides for the close coordination of planning activities where interregional issues are involved. Areas currently being coordinated are the Regional Transportation Plan, the Transportation Improvement Program, air quality conformity process, transportation control measures, and transportation modeling. The MOU establishes a strong working relationship between the eight existing transportation planning agencies and satisfies Federal transportation legislation requirements to have a cooperative agreement between agencies located within the nonattainment area boundaries. The San Joaquin Valley Air Basin is designated as a nonattainment area for 8-hour ozone and particulate matter under 2.5 microns in diameter (PM_{2.5}) and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). The MOU also formed the Regional Policy Council, which is comprised of two elected officials from each of the eight San Joaquin Valley Counties. The purpose of the Policy Council is to develop a process and framework for establishing formal San Joaquin Valley positions on issues where valley wide consensus exists.

Madera County Transportation Commission and Member Agency Working Agreements

The Commission has agreements with the City of Madera, the City of Chowchilla, and the County of Madera regarding the coordination of ongoing transit planning and programming of Federal funds that support the ongoing and future deployment of transit services.

Madera County Transportation Commission and Member Agency Working Agreements

The Commission has an agreement with Madera County for provision of Auditor/Controller and County Counsel services and an agreement with the Madera County Transportation Authority to provide administrative and planning services to that agency.

Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterey Bay Area Governments, Napa County Transportation & Planning Agency, Ventura County Transportation Commission, and Sacramento Area Council of Governments CalVans Joint Powers Agreement

The Commission has entered into the California Vanpool Authority (CalVans) JPA with eight other RTPAs and MPOs to create, fund, operate and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe affordable vehicles they could use to drive themselves and others to work. CalVans operates as a Public Transit Agency.

Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Fresno Council of Governments, Kern Council of Governments, Merced County Association of Governments, San Joaquin Council of Governments, and Stanislaus Council of Governments MOU - San Joaquin Valley 511

The Commission has entered into an agreement with seven other San Joaquin Valley transportation planning agencies to provide traveler information via way of telephone and internet access. Caltrans District 6 turned over the existing SJV511 website and associated hardware running the website to the members of the MOU.

Madera County Transportation Commission, Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments and Tulare County Association of Governments MOU – San Joaquin Joint Powers Authority

The Commission has entered into an agreement with ten other Regional Planning Agencies to protect the existing San Joaquin Rail Service and to promote its improvement. The "Intercity Passenger Rail Act of 2012" (AB 1779), was passed by the Legislature on August 30, 2012 and signed by Governor Brown on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJIPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton- Sacramento-Oakland. Madera County is represented on the SJIPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

Policy Making Process

Policy decisions are made by the Commission Board of Directors and are documented through formal resolution or minute order of the Commission. The Commission has six (6) members. A quorum is constituted when four (4) members are present at the meeting and a majority of the quorum is required for an action to be formally passed. Generally, the Commission seeks to develop consensus positions on issues brought forward for action.

The Commission is supported by the Technical Advisory Committee (TAC) which reviews all items to be brought before the Commission. The TAC generally meets at least five to seven working days prior to normally scheduled Commission meetings. This provides adequate opportunity for key member agency staff to become familiar with issues, develop staff positions, and to brief their Board members on

pending decisions. Commission staff has a draft Commission agenda and relevant supporting documentation available to the TAC and the final agenda and package are not sent out until after the TAC meeting.

Coordination Statement

The Commission is required to maintain a coordinated planning program. This coordination is accomplished at the local level through involvement of member agency staff in the plan development process and in particular through participation on the Technical Advisory Committee.

There is a high level of interregional coordination required in order to respond to new Federal transportation and air quality planning requirements. This coordination includes periodic meetings and workshops for policy board members and consultation with tribal governments within the eight county valley area. There is staff coordination which includes attendance at quarterly valley Council of Government (COG) director's meetings, formal staff working groups involved in preparation of the Regional Transportation Plans and Programs, traffic modeling, air quality modeling and conformity, Intelligent Transportation System (ITS), geographic information system development, congestion management, and other issues of valley-wide concern.

The valley transportation planning agencies have also developed an Overall Work Program which identifies areas of coordination and cooperation between the agencies as well as staff commitments to these activities.

Tribal Government Requirements for Transportation Planning and Programming

Introduction

The U.S. DOT defines consultation as when: "one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken." Some areas of consultation could include transportation, land use, employment, economic development, housing, community development and environmental issues.

Requirement to Consult

Consultation with Resource Agencies

23 CFR part 450 requires that the MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Native American Tribal Government Consultation and Coordination 23 CFR part 450.316(c) requires that when the MPO includes Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the Metropolitan Transportation Plan and Federal Transportation Improvement Program.

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), establishes regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies with tribal implications. The goals of this order are to strengthen government to government relationships with Indian tribes and to reduce the imposition of unfunded mandates upon local tribes.

Federally Recognized Tribes

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission. Although consultation is not mandated for non- federally recognized tribes, this does not preclude the Madera County Transportation Commission (MCTC) from consulting with local non- federally recognized tribes when plans or activities might impact cultural values or the community.

Federal recognition is a legal distinction that applies to a tribe's right to a government-to-government relationship with the federal government and eligibility for federal programs.

All California Native American Tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

Federal and state law require local agencies to consult with federally recognized tribal governments prior to making transportation decisions, taking actions or implementing programs that may impact their communities. This activity is separate from, and precedes, the public participation process. Protocol should be flexible and dynamic with respect to initiation of communication and discussion format. More than one tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the tribal government. Determining the degree and adequacy of consultation will vary depending on a number of factors including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

The MCTC intends to continue consulting with Native American Tribal Governments on activities that may impact their communities.

Consultation

The Executive Director or his/her designee is the designated MCTC official with principal responsibility for the commission's implementation of consultation requirements. At the appropriate time in the planning phase, contact shall be initiated directly with the tribal chairpersons to inquire as to protocols in place, such as cultural resource contacts, procedures, time limits and restrictions affecting communication. Development of mutually agreed-upon protocols may result in more effective consultation efforts with Federal Land Management Agencies and individual tribes.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Consultation requests should include a clear statement of purpose, explaining the reason for the request and declaring the importance of participation in the planning process. The request should specify the location of the area of potential effect addressed in the proposal. All aspects

of the consultation process should be documented, including how the lead agency reaches a final decision.

Planning Documents

Planning studies, Transportation Improvement Programs (FTIP, STIP, RTIP), Regional Transportation Plan (RTP) and Overall Work Program (OWP)

Consult with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments in preparation of planning studies and programs affecting the agency and tribe:

- Initiate consultation by letter from the executive director or his/her designee to the agency and tribal chairperson.
- Offer to meet to discuss the agency and tribal needs and concerns regarding impacts within their jurisdiction prior to the beginning of preparation of documents. If the agency, tribal chairperson and/or their representatives elect not to meet, send a copy of the draft report for their review.
- Consult with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.
- Invite representatives of the agency and tribe to public meetings.

Transit studies, unmet transit needs hearing, transit needs assessment

Consult with the tribal governments on transit needs in their area:

- Initiate consultation and invitation to the unmet transit needs hearing by letter from the executive director or his/her designee to tribal chairperson with copies to the CEO, Administrator, and Cultural Department representatives.
- Offer to meet to discuss the tribe's transit needs and concerns.
- Outreach to members of the tribe through local newspapers, Native American newsletters, or trust lands meeting places.

Grant Programs: Federal Transit Administration Transit Grant Programs, etc.

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the RTPA or other agencies:

- Initiate consultation by letter from the executive director or his/her designee to the tribal chairperson with copies to the CEO, Administrator, and Cultural Department representatives.
- Provide notice of each grant and its application deadlines.
- Invite representatives of the tribe to training or public meetings regarding the grants. Coordinate between the tribe and RTPA member agencies.
- Consult with and consider the interests of the tribal government.

Tribal Transportation Program (TTP) – Highway Trust Fund Planning and Programming

Coordinate amongst planners and engineers in local agencies and tribes:

Offer to meet to discuss the tribe's needs and concerns when contacted by the tribal representatives.

- Provide assistance in TTP planning.
- Coordinate with federal entities as requested by the tribe.

Citizen Participation

The Commission provides opportunity for citizen participation through the public hearing process. Staff developed a Public Participation Plan, adopted in May of 2007, and last updated the plan in July of 2016, per Federal requirements, documenting the Commission's procedure to allow for public input to provide for coordination, consultation, and collaboration (including Tribal Governments) in the development of the Commission's plans and programs. The Commission has an assigned staff person to serve as a Tribal Liaison.

The Commission also holds public workshops and other stakeholder group meetings as necessary and required to allow the public to participate throughout the transportation planning process. The annual Unmet Transit Needs Public Hearing is publicized in the local media and flyers are distributed throughout the community in both Spanish and English. Transportation services and Spanish language translation for the Unmet Transit Needs Public Hearing is also provided by the Commission. Those unable to attend are encouraged to submit their comments in writing via email or post. In addition, the Social Services Transportation Advisory Council (SSTAC) provides an excellent forum for discussion of issues of concern to recipients of public transportation services.

New Federal legislation has placed an increased emphasis upon effective community involvement. The Commission continues its efforts to explore ways to reach a broader public to provide information, develop public awareness, and provide for an enhanced level of public involvement in the Commission's decision making process.

The Commission website provides the general public the opportunity to access meeting agendas and minutes, review planning documents, and submit comments.

Equal Opportunity Statement/Disadvantaged Business Enterprise

The Madera County Transportation Commission is an Equal Opportunity employer. It is the policy of the Commission to select the best-qualified person for each position in the organization on the basis of merit. The Commission prohibits unlawful discrimination against an applicant or employee based on race, creed, color, religion, sex, sexual orientation or status, marital status, gender identity (including perception of gender), national origin, ancestry, age, physical or mental disability or military /veteran status. The Commission prohibits discrimination based upon medical conditions including genetic characteristics, or any other consideration made unlawful by federal, state, or local laws.

The Commission further prohibits unlawful discrimination based upon the perception that anyone has any of the characteristics described above, or is associated with a person who has or is perceived as having any of those characteristics. This policy applies to all employment practices and personnel actions. It is the policy of the Commission to seek out, hire, develop, and promote qualified members of protected groups (defined above) to reflect the citizens of the communities it serves.

The Madera County Transportation Commission has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, MCTC has signed an assurance that it will comply with 49 CFR Part 26.

Transportation Planning Process

Transportation planning is a continuous process driven by the need to provide a safe and efficient system of transportation facilities and services to the public. There are a number of significant forces which influence the delivery of transportation projects and services and the process must be sufficiently open to allow for fair hearing of the various positions of the client population. There is an array of Federal and State laws, procedures, and guidelines which control transportation planning which effectively establishes the framework that the Commission is expected to operate within. The process as described here is simplified to identify the major components or products which largely define the activities of the Commission.

Overall Work Program

The Overall Work Program (OWP) is the controlling document for Commission work activities. It documents past accomplishments, identifies all scheduled work for the coming program year, and establishes a detailed budget required to deliver the annual program. The OWP is organized to provide a broad discussion of the Commission, its organization, and significant transportation issues. This is followed by the detailed work elements which identify broad projects, specific tasks and products related to each project, and a specific budget for each project. Staffing levels, consultant services, and capital acquisitions are explicitly identified in each work element.

The OWP is a primary means of communication between staff, the Commission Board, and State and Federal funding agencies. Through the OWP, the Commission is aware of all staff activities, major projects, and significant milestones. The OWP also serves as a grant application to State and Federal agencies for State planning and research funds, and various Federal transit planning programs.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is the primary planning product of the Commission. The RTP is developed and adopted on a quadrennial basis pursuant to Federal requirements. The Madera County 2014 RTP was developed in accordance with Federal MPO Planning Final Rule: FHWA CFR Parts 450 and 500; FTA CFR Part 613 and was adopted on July 23, 2014 by the MCTC Policy Board. The RTP is organized to present a comprehensive set of transportation goals, policies and objectives for Madera County. It then presents a discussion of the current conditions and an action plan for transportation improvements. This is organized generally by modal elements such as streets and highways, public transportation, rail, aviation, bicycle and pedestrian, as well as specific issues such as transportation demand management, transportation control measures, and Blueprint planning. The final section evaluates fiscal resources available for plan implementation. The plan is required to look at least twenty years into the future and is also required to be financially constrained. This means that only projects which have a reasonable expectation of being funded in the twenty year time frame are to be shown in the RTP.

The RTP is supported by a number of special plans and studies generally related to specific modes such as a Regional Bikeways Facilities Plan and the Short Range Transit Development Plan. Projects such as these are generally done outside of the RTP. Findings and recommendations from the special studies and in particular construction projects must be incorporated into the RTP before they may be advanced for programming and construction.

The 2014 RTP incorporated a Sustainable Communities Strategy (SCS) in compliance with the greenhouse gas reduction requirements of SB 375. The SCS element of the RTP demonstrates the integration of land use, transportation strategies, and transportation investments within the RTP. This new requirement was put in place by the passage of California Senate Bill 375, with the goal of ensuring that the MCTC region can meet its regional greenhouse gas reduction targets set by the California Air Resources Board (ARB).

Air Quality Conformity Requirements

The Federal Clean Air Act Amendments of 1990 require that projects included in the RTP are subject to a finding of conformity with the applicable air quality plans for the San Joaquin Valley. Under Federal law no federally funded project or project requiring Federal approval can be advanced unless it comes from an air quality conforming RTP. Madera County is located in the San Joaquin Valley Air Basin and is currently a non-attainment area for 8-Hour Ozone and PM-2.5.

Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) is the vehicle by which transportation projects are advanced for funding. The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short range programming document and generally shows projects within the four year or quadrennial element. Additional years or “out years” project listings are included when the information is available. The 2017 FTIP was adopted in July 2016, receiving Federal approval in December 2016.

Projects to be included in the FTIP are derived from recommendations contained in the Regional Transportation Plan and CMAQ and FTA projects are advanced by local agencies. Street and highway capital improvement projects are derived from the CTC approved projects contained in the State Transportation Improvement Program.

Due to its location within the San Joaquin Valley Air Basin, Madera County is subject to a requirement to make air quality conformity findings on the Regional Transportation Plan and the Transportation Improvement Program pursuant to Federal requirements identified in both the Clean Air Act Amendments of 1990, and Federal transportation legislation. Under the provision of the Clean Air Act of 1990, Madera County, as part of the greater San Joaquin Valley Air Basin has been designated as an “Extreme” nonattainment area for 8-Hour Ozone, nonattainment for PM-2.5 and has a maintenance plan for PM-10. Transportation projects cannot advance to construction without first coming from air quality conformed plans and programs. Establishing and maintaining air quality conformity is expected to present significant challenges for San Joaquin Valley over the coming years.

Other Technical Activities

Existing Conditions of Travel, Transportation Facilities, and Systems Management

The Commission maintains a program to monitor travel on regionally significant roads within Madera County. An annual product of this program is a report presenting summary travel information on monitored roadways. This report is used by local traffic engineers in analysis and development of projects. One use for data collection is maintenance and calibration of the Madera County Travel Demand Model.

Projections for Economic, Demographic and Land Use Activities for Transportation Planning

The Commission relies on economic, demographic, and land use projections from its member agencies as the basis for transportation planning activities. Commission staff works with agency staffs to assure that projections are consistent. Agency land use plans are particularly important in this regard since these provide the basis of future traffic patterns and characteristics. Madera County’s General Plan was last updated in 1995. The City of Madera adopted an updated General Plan in 2009. The City of Chowchilla adopted an updated General Plan in 2016.

As a support to its local agencies, MCTC provides travel demand forecasts for local development proposals, which in part, enable the local agency to quantify the impacts of development on the transportation infrastructure. The technical assistance provided by MCTC with respect to traffic forecasting enhances the ability of its member agencies to make informed decisions regarding population growth and economic development.

Analysis of Future Transportation Need and Alternative Transportation Improvements

Madera County has developed a countywide travel demand model as a part of its general plan update. This model enhances the ability of local agencies and Commission staff to project and analyze future traffic conditions. The model is critically important to satisfying demands for air quality analysis for valley wide air planning studies and for plan, program and project conformity requirements.

Refinement of the Regional Transportation Plan through Special Studies

The Commission undertakes special transportation studies as required and in response to specific needs. Madera County participated in the Intelligent Transportation System (ITS) study along with other Regional Transportation Planning Agencies. This effort was supervised by the San Joaquin COG and included participation by the Caltrans Research and Innovation Program. The Development of ITS Strategic Plans are prepared in partnership efforts to fully consider regional needs and constraints in tailoring ITS applications to best serve the public. Staff will consult Federal Highways Administration prior to beginning Systems Engineering Analysis and Design to determine if FHWA approval of the Systems Engineering Analysis is required. ITS projects will be noted in the Federal Transportation Improvement Program that implement the ITS Plan per the Planning activities documentation. ITS projects are defined as: 1) multi-modal, 2) multi-jurisdictional, or 3) having significant regional impact. MCTC participated in the development of the San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan and includes the plan as an appendix to long range planning documents.

The Commission participated in Phase III of the San Joaquin Valley Goods Movement study which was a cooperative project between Caltrans District 6/10 and the Valley's eight Metropolitan Planning Organizations to develop a Truck Travel Demand Model for the San Joaquin Valley.

Also, Commission and agency staffs have participated in regular meetings with Fresno County agencies regarding transportation projects of mutual interest like rail consolidation and the San Joaquin River Crossing Study.

MCTC participated in the Caltrans initiated San Joaquin Valley Growth Response Phase III for the Fresno-Madera Metropolitan Area. The study developed an integrated economic/land use/transportation evaluation tool capable of analyzing the feasibility of alternative land use scenarios.

The San Joaquin Valley Regional Blueprint will facilitate the continued integration of land use and transportation planning that will build upon the foundation set by the Growth Response Study. A development blueprint for Madera County was established utilizing a comprehensive scenario planning tool and extensive stakeholder and public outreach. The Madera County Preferred Scenario was incorporated into the greater San Joaquin Valley Regional Blueprint that was subsequently adopted by the regional Policy Council. The SJV Regional Blueprint will provide products to support long-range land-use and transportation planning for the eight valley counties in the region as an extension of the efforts of the San Joaquin Valley Partnership.

COMPREHENSIVE PLANNING PROCESS

PLANNING AREA

Madera County is located in the geographic center of California. The county extends from the Sierra Nevada crest on its eastern boundary to the San Joaquin River on its southern and western boundaries. It is served by three major interregional routes-- State Route 99 is the primary travel corridor through the San Joaquin Valley; State Route 41 provides the primary south access to Yosemite National Park and the Sierra National Forest recreation area; and State Route 152 provides a major east-west corridor to the Santa Clara Valley and San Francisco regions. There is no Interstate facility within Madera County. The County is also served by two national rail carriers - Union Pacific and Burlington Northern & Santa Fe, with Amtrak service available on the Burlington Northern & Santa Fe line. Figure 2 provides a geographical overview of Madera County highlighting the regional street and highway network and other important transportation features.

Madera County is characterized as rural with an estimated population of 155,349 in 2016. In 2016, the California Department of Finance (DOF) estimated that 65,474 people reside in the City of Madera (42%); 18,547 in the City of Chowchilla (12%); and 71,328 in the unincorporated area (46%). Since 2000, when Madera County's total population was 123,109 there has been an approximate 25% increase in population. Much of this growth occurred in the incorporated areas of the county. According to the 2010 Census, 93,485 persons, or 62% of the county population falls under the category of racial minority. Figure 3 displays a population density map of the County by 2000 Census block group.

The county is divided into four planning areas -- the Madera urbanized area, the Chowchilla urban area, the Madera Ranchos/State Route 41 area, and the foothill/mountain communities' area. Madera and Chowchilla are incorporated cities. Significant rural communities are found in Oakhurst/Ahwahnee/Bass Lake, Coarsegold/Yosemite Lakes Park, North Fork, Bonadelle Ranchos-Madera Ranchos, and Fairmead.

Employment is based on agriculture and forestry (30.6%), services (19.6%), government (18.9%), wholesale and retail trade (14.4%), manufacturing (8.5%), and construction and mining (3.9%). There is a relatively high regional unemployment rate at 9.7% (2008 EDD) which reflects a need for development of more employment opportunities within the county. Over the last ten years, service industries, construction, and retail trade have shown the fastest growth rates. Madera County has more workers than jobs. In 2000 an estimated 12,000 county residents were commuting to jobs outside the county, primarily to Fresno County.

Figure 2

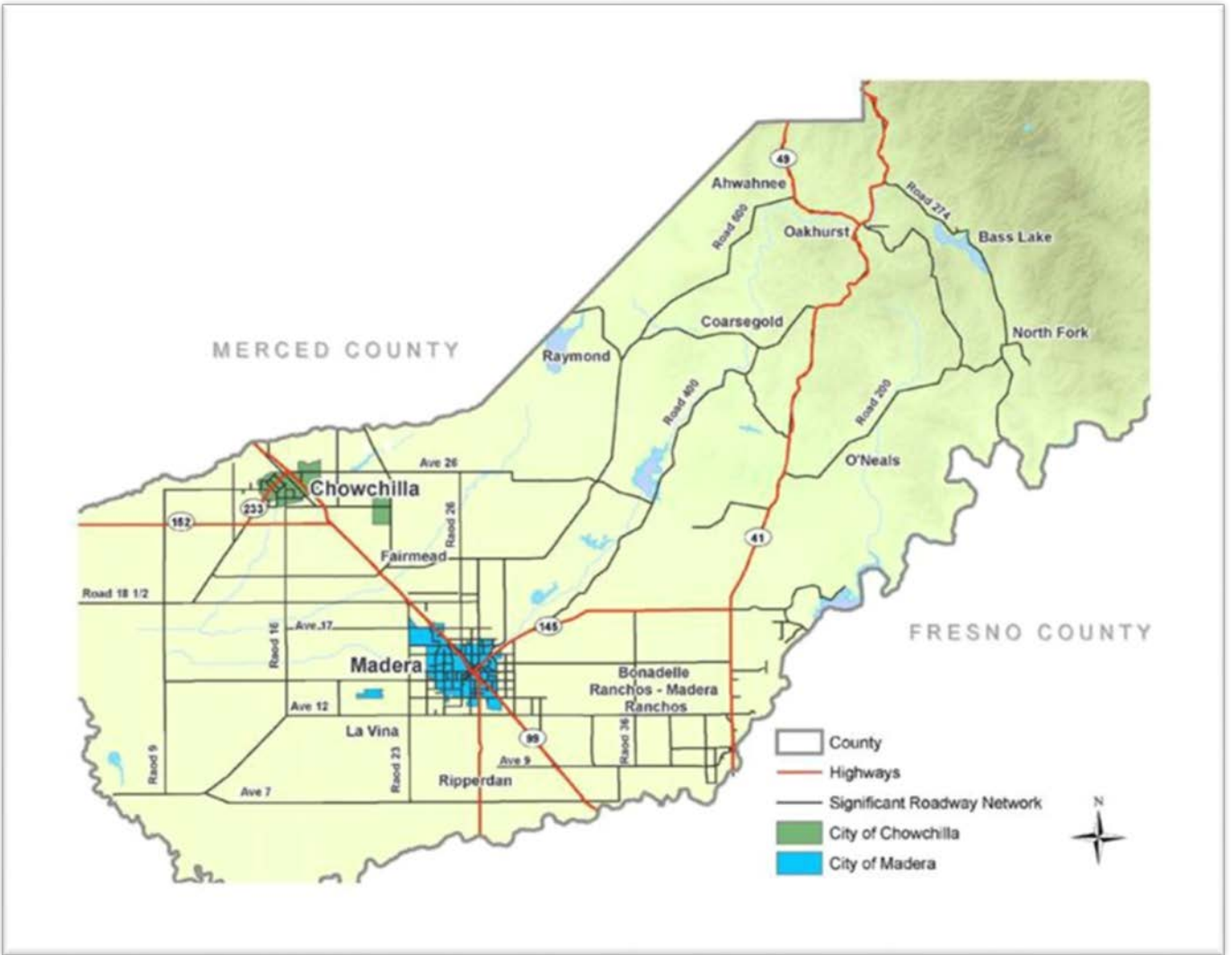


Figure 3

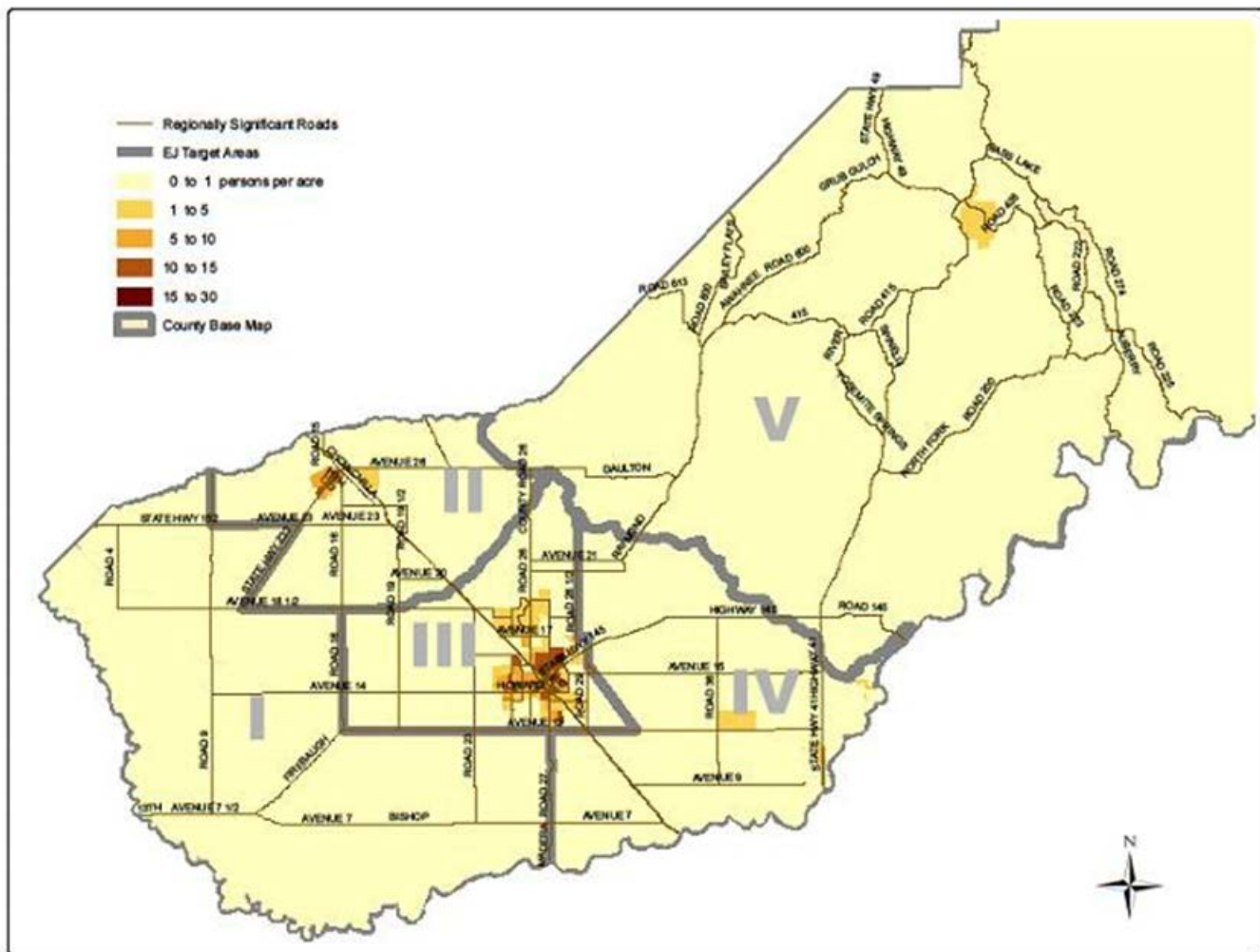
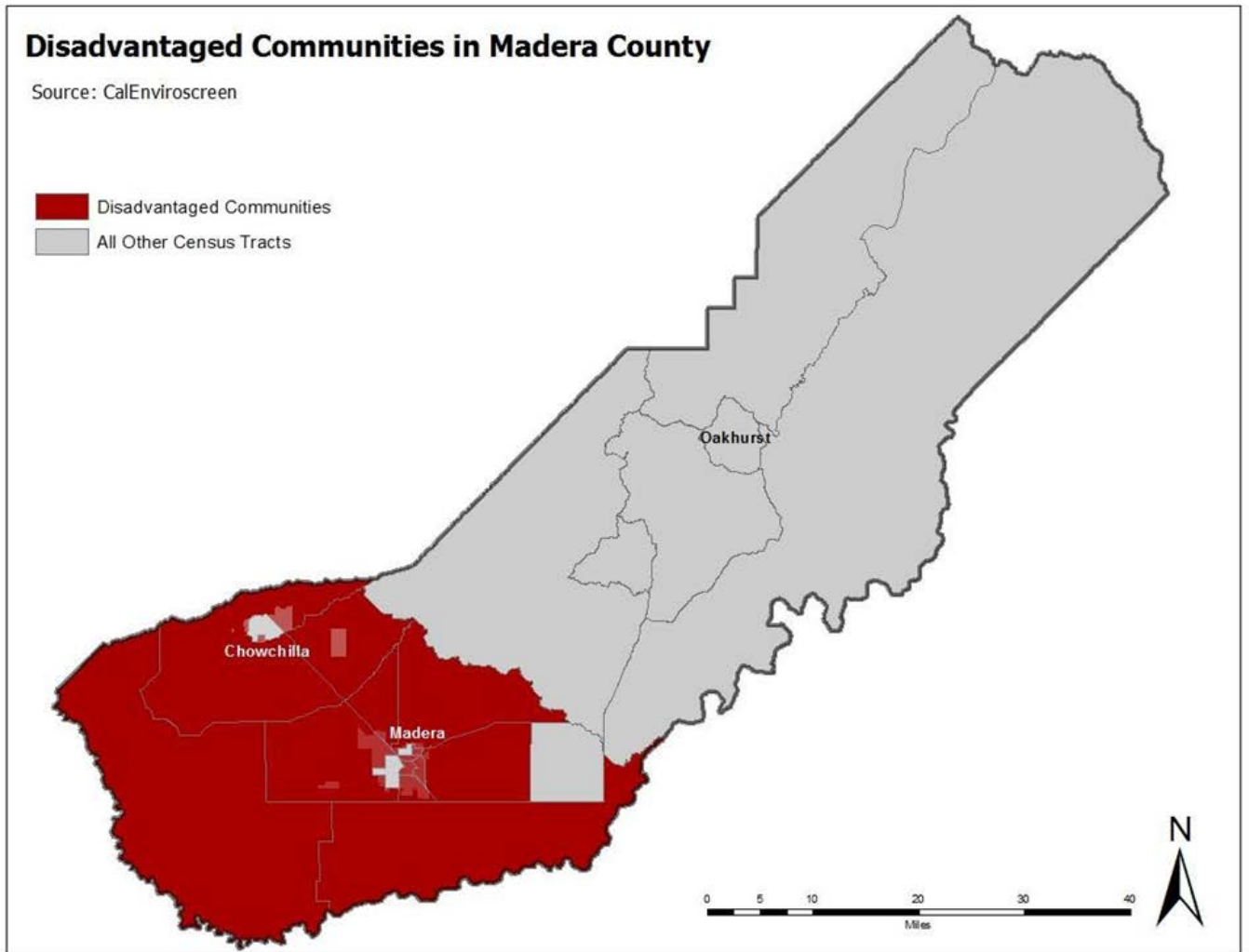


Figure 4



PLANNING DESIGNATIONS AND RESPONSIBILITIES

The Madera County Transportation Commission was created in response to the need to provide a coordinated approach to resolving issues of multi-jurisdictional concern such as transportation, energy conservation, and air quality. The Commission provides a regional forum for development and consideration of plans and programs to address these complex issues. Relative to satisfying regional planning and coordination responsibilities, the Commission has the following State designations:

Regional Transportation Planning Agency (RTPA)

Pursuant to State law, the Commission has been designated as the Regional Transportation Planning Agency for Madera County and has the following broad responsibilities:

Planning and Programming Responsibilities

| | |
|------|---|
| RTP | Regional Transportation Plan |
| RTIP | Regional Transportation Improvement Program |
| TCM | Transportation Control Measures |

Transportation Development Act Administrative Functions

| <u>Period</u> | <u>Administrative Function</u> |
|---------------|----------------------------------|
| Annual | TDA fund apportionment |
| Annual | TDA fund allocations |
| As Needed | TDA fund claims |
| Annual | TDA fiscal and compliance audits |
| Annual | Unmet transit needs finding |
| Annual | Transit productivity evaluation |
| Triennial | TDA performance audits |

Local Transportation Commission (LTC)

The Madera County Transportation Commission serves as the Local Transportation Commission (LTC) for Madera County and was created pursuant to Section 29535 of the California Government Code.

Metropolitan Planning Organization (MPO)

The Commission is the Federal and State designated Metropolitan Planning Organization for Madera County. Pursuant to this designation, the agency, in cooperation with the State, is responsible for implementing a continuing, coordinated, and comprehensive transportation planning process for Madera County. An integral element of this planning process is the annual development and adoption of this Overall Work Program (OWP).

The objective of the work program is to document planning activities for the current program year. It also identifies related planning responsibilities for participating member agencies as well as State, Federal and Tribal agencies. The OWP is the programmatic framework of the regional planning process and is intended to provide with the Region IX Intermodal Planning Group's "Guidelines for Metropolitan Planning Organizations' Preparation of Overall Work Program."

Measure “T” Planning and Administrative Responsibilities

In 2006 the voters of Madera County passed Measure “T”, a local sales tax initiative. Measure “T” provides a 1/2 cent sales tax override for a period of 20 years. The proceeds are distributed according to the Measure “T” Investment Plan for transportation improvement projects within Madera County. The 2006 Madera County Transportation Authority was created to administer the proceeds of Measure “T”. Pursuant to a Memoranda of Understanding with the Authority, the Commission provides administrative and planning services. These services include the preparation of a Strategic Plan, the Annual Work Program, and the processing of Measure “T” claims.

FUNDING THE MCTC PLANNING PROGRAM

The planning program is funded through a variety of local, State, and Federal funding sources. The general categories are outlined below and specific funding commitments to the program are detailed in the Overall Work Program work element descriptions and related budgets.

Local Funding

Local Transportation Fund

The Local Transportation Fund (LTF) is derived from 1/4 cent of the retail sales tax collected within Madera County. It is intended to support a balanced transportation system with an emphasis upon public transportation. Commission policy is to first fund all Transportation Development Act (TDA) administrative activities “off the top”. Included are costs directly attributable to TDA administration and required fiscal, compliance, and performance audits on moneys disbursed from the fund. The balance is available to member agencies and is apportioned based upon proportionate population relative to total county population. Pursuant to State law, specific allocations are apportioned from each agency’s fund as follows:

1. 2% is reserved for bicycle and pedestrian facilities
2. 3% of remaining balance is reserved, per Commission policy, for regional transportation planning if such funds are necessary to accomplish OWP objectives.
3. The remaining balance is available to: 1) meet transit needs 2) for streets and roads purposes following a finding that all public transportation needs are being reasonably met.

Madera County Transportation Authority

Pursuant to an agreement the Madera County Transportation Authority provides funding for the development of the Strategic Plan, the Annual Work Program, and administrative functions related to claims processing and fiscal audits. These activities are specifically identified and budgeted in the OWP work element descriptions.

Transportation Demand Management Program Funding

The Commission utilizes local funding to support continuing rideshare activities as required for air quality conformity purposes.

Caltrans' Sustainable Communities Grant Program

This is another source of Caltrans discretionary funds (grant program). Funding is awarded annually based upon successful competitive applications in compliance with Caltrans planning priorities and guidelines. Other discretionary funds (grant program) offered through Caltrans Office of Community Planning is the Sustainable Communities Grant Program. The grants are designed to encourage livable community concepts that integrate land use and transportation planning, and to encourage planning and transportation enhancements related to traditionally underserved such as elderly, disabled, low-income and minority communities (i.e. African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islanders) to prevent or mitigate disproportionate, adverse environmental, economic, health, and social impacts of transportation projects while improving mobility, quality of life and economic vitality in under-served communities.

State Funding

State Transportation Improvement Program – Project Planning, Programming and Monitoring

Pursuant to provisions of SB 45, the STIP reform act, 5% of County Shares are made available for project, planning, and monitoring activities performed by the Regional Transportation Planning Agencies relative to the development and advancement of projects for inclusion in the Regional Improvement Program (RIP). The Madera County Planning Programming and Monitoring (PPM) funding for the five-year 2016 STIP period is as follows: FY 2016/17 - \$121,000; FY 2017/18 - \$120,000; FY 2018/2019 - \$120,000; FY 2019/20 - \$0; and FY 2020/21 - \$0.

Federal Funding

Federal Highways Administration (FHWA-PL and Partnership Planning)

The Federal Highways Administration (FHWA) allocates funds to Metropolitan Planning Organizations (MPOs) to support urban transportation planning activities. These are allocated funds based on area population.

The Federal Highways Administration (FHWA) Partnership Planning is a discretionary planning fund source MPOs and RTPAs can apply for annually.

Federal Transit Administration

MCTC generally utilizes two sources of Federal Transit Administration (FTA) funding:

FTA Section 5303 – made directly available to the agency to support urban transit planning activities; and

FTA Section 5304 (formerly 5313(b)); SP&R Partnership Planning – made available to the State for discretionary use in funding rural transportation planning activities.

Other Funding

Additional discretionary revenue sources to undertake activities identified within the Overall Work Program (OWP) may be applied for. The Commission is eligible to compete for program funding made

available from Assembly Bills (AB) 2766; 709; and 923. These programs allow the San Joaquin Valley Air Pollution Control District to collect and administer a \$19.00 DMV registration surcharge applied to each county in the San Joaquin Valley. The District makes approximately \$17,000,000 available each year to qualified projects which are demonstrated to satisfy air quality planning requirements or result in measurable air quality benefit.

STATUS OF COMPREHENSIVE PLANNING PROCESS

The Commission has maintained a comprehensive transportation planning process since its formation. Commensurate with the size of Madera County, the planning program has successfully generated required documents such as the Regional Transportation Plan, Sustainable Communities Strategy and Transportation Improvement Program; the Transit Development Plan; the Traffic Monitoring Report; the Madera County Bicycle and Pedestrian Facilities Plan, and numerous special studies. The development of a countywide travel demand model represents a significant and necessary upgrade to agency technical capabilities. Major work is still required to develop some of the basic resources and databases needed to support the planning program in the face of new State and Federal requirements.

DRAFT

TRANSPORTATION PLANNING ISSUES

FUNDING

The 1998 Regional Transportation Improvement Program (RTIP) presented the first opportunity since 1992 to consider programming new transportation projects in the State Transportation Improvement Program (STIP). Under the provisions of Senate Bill (SB) 45, the Commission has been given responsibility for programming of the “local share”, which is 75% of available STIP funds. The Commission also has new responsibilities related to project planning, programming and monitoring. In order to more effectively meet local transportation needs, the Commission needs to take a long range look at needed major improvement projects and establishing some priority for delivery. An adequate level of funding remains a serious issue for the Commission.

Funding for facilities maintenance continues to be problematic and a number of local roads are seriously in need of basic rehabilitation and reconstruction. The Commission will focus on maintaining a competitive position in securing State and Federal project funding.

PLANNING PROCESS

The Commission’s planning process is being enhanced in order to provide a better response to local needs as well as an array of new planning and information requirements emanating from the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America’s Surface Transportation Act (FAST Act), as well as requirements of Senate Bill (SB) 45. The current Overall Work Program responds to State and Federal guidelines by identifying projects which continue development of basic planning tools and information which will provide the basis for required future planning. Specifically, the continuing development of a county-wide travel demand model will be critical to both facility planning and air quality analysis. Maintenance and expansion of the traffic monitoring program will complement both modeling and air quality planning activities. The establishment of geographic information system capabilities in coordination with the other San Joaquin Valley transportation planning agencies provides the basis for developing and maintaining databases related to transportation modes. Of particular use will be an inventory of countywide street and highway facilities.

The Fixing America’s Surface Transportation Act (FAST Act) was enacted in 2015 that provides 5 years of funding certainty for infrastructure planning and investment. This new program builds on the program structure and reforms of MAP-21. The FAST Act focuses on accelerating project delivery, adds a new freight formula and expands the freight network, adds a new discretionary program for nationally significant freight highway projects and provides a new tribal self-governance option. FAST Act planning factors were utilized during the preparation of this OWP. Additional information on the FAST Act may be found at: <http://www.fhwa.dot.gov/fastact/index.cfm>.

PUBLIC AND SOCIAL SERVICE TRANSPORTATION

The Social Service Transportation Advisory Council, Commission staff, and its member agencies continuously monitor and evaluate the performance and cost effectiveness of Madera County’s existing transit systems. The City of Madera operates a fixed-route service, the Madera Area Express (MAX), and a demand – response compliment, Madera Dial-A-Ride (DAR). The City of Madera introduced a major expansion of MAX in the summer of 2016. The expansion provides more frequent bus service on Route

1, reducing headways from 35 to 30 minutes. In recent years, the City of Madera has made substantial improvements to its bus shelters and amenities. Forty new shelters were installed in December 2012 and an additional 21 bus shelters will be in place by June 2017. The City has integrated 12 Compressed Natural Gas (CNG) buses into its MAX fleet, including two being used as backups. The City of Madera plans to relocate and expand the MAX offices, parking facilities, and maintenance yard into a consolidated transit facilities depot. The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a demand-response system. The CATX service area includes Chowchilla- Fairmead and its outlying areas including the Central California Women's Facility and Valley State Prison. The County of Madera initiated a demonstration inter-city fixed route system, the Madera County Connection (MCC), in July of 2001. The County, by recommendation of the SSTAC, expanded MCC to include the communities of La Vina, Ripperdan, and Eastin Arcola in late 2002. The County operates a demand-response Senior Bus service that operates Oakhurst - Bass Lake - Coarsegold area. As a volunteer driver program, the Escort Service provides transportation from Eastern Madera County into Madera and Fresno for medical appointments. The Madera Intermodal Center serves as a connectivity point between the inter-city MCC system and the fixed-route MAX system. The MCC has a free transfer connection with the Fresno Area Express (FAX) at Children's Hospital Central California through to the River Park Shopping Center in Fresno. Yosemite Area Regional Transit System (YARTS) began providing fixed route passenger service along the SR 41 corridor between the city of Fresno and Yosemite National Park in the fall of 2015. In 2016, YARTS continued to run this service on a summer schedule only. YARTS connects with MCC service along SR 41 and also connects with Transit services in neighboring Merced and Fresno Counties. Services to other outlying communities have been identified as potential needs and will be evaluated by Commission and County staff.

The Consolidated Transportation Service Agency, Social Service Transportation Advisory Council, Commission staff, and its member agencies coordinate and cooperate with Social Service Transportation agencies to pursue consolidation of services where appropriate and to minimize the duplication of transportation services in Madera County.

Recognizing the need for cost-effective transportation options for commuters, particularly those employed in the agricultural sector, Madera, Fresno, Kings, Tulare, and Kern counties formed a Steering Committee to evaluate a new Valley-wide Rideshare Entity. A Caltrans Planning Grant funded the Southern San Joaquin Valley Rural Vanpool & Rideshare Assessment Study in 2006/2007 which addressed the potential of creating a joint powers agreement among the MPOs of the San Joaquin Valley. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The results of this evaluation led to the CalVans Joint Powers Agreement between Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterey Bay Area Governments, Kern County Association of Governments, Ventura County Transportation Commission, Imperial County Transportation Commission, San Joaquin Council of Governments, and Merced County Association of Governments. The CalVans JPA was made to create, fund, operate and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe affordable vehicles they could use to drive themselves and others to work. CalVans operates as a Public Transit Agency. The CalVans agency began official operations on October 1, 2011.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRITTP), jointly funded through the Tribal Transit Program administered by the Federal

Transit Administration and the Tribal Transportation Program administered by the Bureau of Indian Affairs. The NFRTP provides demand-responsive transit service for elderly, persons with disabilities, and low-income to medical and other essential services.

Rail planning will focus upon several regional issues. The City and County of Madera coordinated with Caltrans Division of Rail to relocate the Madera Amtrak Station from Avenue 15 ½ to Road 26. The Madera Amtrak Station is located outside the City of Madera sphere of influence and is served by Dial-A-Ride but not Madera Area Express (MAX). With the opening of the new Amtrak station facility on Road 26, the feasibility of extending a MAX route to the station will continue to be evaluated. The Amtrak station is currently accessible via Dial-A-Ride.

Another issue of valley-wide importance is the California High Speed Rail Plan, which identifies a 700-mile route for the future development of high speed rail service between the Los Angeles and San Francisco regions. The California High-Speed Rail Authority (CHSRA) was established in 1996 to address funding for this proposal. The passage of Proposition 1A in November 2008 authorizes \$9.95 billion in bonds for the construction of high speed rail. The 2014 HSR Business Plan funds the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match federal HSR grant funds beginning in 2014. MCTC is an active participant in local Technical Working Groups established by the CHSRA. A groundbreaking for the project took place in January of 2015.

The impact of the Fresno rail consolidation effort upon Madera County will continue to be monitored. The Fresno COG published the Fresno Rail Consolidation Report in 2001 which recommends that the Burlington Northern Santa Fe (BNSF) line diverge at Avenue 7 in Madera County. The report also proposes the construction of a new rail bridge to span the San Joaquin River. In 2008, Fresno COG and the California High-Speed Rail Authority authorized a study of alignment alternatives for rail consolidation through the Fresno metropolitan area and into Madera County. The study concluded that freight rail consolidation had become prohibitively expensive, and Fresno COG has indefinitely postponed further consideration of consolidation.

The Commission participated in development of the Central California Aviation Systems Plan. This plan is completed and has been integrated into the Regional Transportation Plan.

BICYCLE AND PEDESTRIAN

Bicycle and pedestrian planning is assuming new importance with the improved funding capacity through various Federal and State programs. The development of the Madera County 2004 Bicycle Transportation Plan established a competitive basis for securing grants through the Federal Transportation Enhancement Activities program, the San Joaquin Valley Air Pollution Control District administered REMOVE II program, Community-Based Transportation Planning grant, Environmental Justice grant, as well as from Commission reserved Transportation Development Act (TDA) funding. There is renewed State emphasis on funding bicycle and pedestrian facilities through the Active Transportation Program (ATP) which consolidated the Federal Transportation Alternatives Program (TAP), State Bicycle Transportation Account (BTA), Federal Safe Routes to School (SRTS), and State Safe Routes to School (SR2S) into one program. Local agencies are encouraged to update their individually adopted bicycle plans to remain eligible for bicycle and pedestrian grant funding opportunities. MCTC is in the process of preparing an Active Transportation Plan that is scheduled to be adopted in late Fall 2017.

Bicycle and pedestrian modes are recognized transportation control measures, consistent with the principles of livable communities, and as such must be supported in order to maintain air quality conformity.

In September 2008, the Governor signed into law AB 1358, the California Complete Streets Act of 2008. This new mandate requires local agencies to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways upon any substantive revision of the circulation elements of the general plan. In addition to assisting in the reduction of greenhouse gas emissions pursuant to the requirements of AB 32, the complete streets program is intended to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity through the planning and construction of additional bicycle and pedestrian facilities transportation demand management and Air quality

The Commission is committed to promoting the reduction of travel demand through rideshare coordination, employer commute solutions education, and public awareness of alternative modes of transportation.

The Commission coordinated and directed the Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) commitment process of its member agencies in 2001 and 2002. The Commission and its member agencies re-evaluated and strengthened their RACM commitments in late 2003 for inclusion in the SJVAPCD Extreme Ozone Attainment Demonstration Plan that is currently under development. The commitments to fund and implement measures to reduce travel demand were compiled with the commitments of the other valley Transportation Planning Agencies for inclusion in the development of the State Implementation Plan (SIP). The RACM project implementation is tracked and reported to FHWA, FTA, and EPA during each successive RTP and FTIP conformity determination.

The Federal Clean Air Act Amendments of 1990 require that transportation plans, programs, and projects are subject to a finding of conformity with the applicable air quality plans for the San Joaquin Valley. Under Federal law no federally funded project or project requiring Federal approval can be advanced unless it comes from an air quality conforming Regional Transportation Plan. The most recent Madera County Federal Transportation Improvement Program (FTIP) conformity determination was approved by the Federal Highway Administration and the Federal Transit Administration in March 2009.

The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as a serious area for 8-hour ozone and non-attainment for PM 2.5. The metropolitan areas of Fresno, Modesto, Stockton and Bakersfield were recently upgraded to maintenance areas for carbon monoxide. The Commission participates with the other San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District, and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions.

HIGHWAY CAPACITY AND CORRIDOR NEEDS

In consultation with its member agencies, the Commission has completed a RTP Project Prioritization Study that seeks to prioritize capacity increasing projects as demonstrated by deficiencies forecasted by the Madera County Traffic Model. This study was integral in the development of the financially constrained program of the 2014 RTP Update.

Travel demand along the State Route (SR) 41 corridor remains a focus of attention. At the request of the Commission, Caltrans is monitoring traffic volumes associated with the Chukchansi Resort and Casino. Traffic signals have been constructed on SR41 at the Road 200, Yosemite Springs Parkway, and Road 415 intersections. MCTC recently worked with Caltrans on a Measure "T" Tier 1 project that added passing lanes on SR 41 between Road 200 and SR 145.

There continues to be discussion, between Fresno and Madera Counties, of the long range needs for an east-west travel corridor across the southern portion of Madera County and general traffic behavior along the SR 41 Corridor. The San Joaquin River Crossing Study seeks to address the impacts of development in Madera and Fresno counties and identifies potential river crossings to improve mobility across the San Joaquin River corridor. Related to this need is renewed interest in SR 65, which, when constructed, will provide a highway facility extending along the foothills from Bakersfield in the south to the State Route 152 alignment in the north. Madera and Fresno agencies are currently engaged in an Origin/Destination study to further analyze travel behavior between the two counties and the economic impacts of this behavior.

Caltrans District 06 in coordination with its local agency partners completed the Fresno/Madera Urban Route 99 Corridor System Management Plan (CSMP) in 2009. The CSMP was developed in response to Proposition 1B requirements and the CTC's desire to ensure that the mobility gains from corridor capacity improvements are maintained well after the construction is completed. The CSMP allows Caltrans and its local agency partners to manage and operate the SR 99 transportation corridor based upon the assessment and evaluation of performance measures to identify the most cost effective needed operational and capital improvements along the corridor. Several SR 99 projects in Madera County also warrant increased attention. Using the techniques of innovative financing, MCTC advanced STIP funding for the reconstruction and widening of the 4th Street interchange to FY 10/11. The Avenue 12 interchange is currently being reconstructed using Route 99 bond funding included in Proposition 1B to address safety and capacity concerns arising from development of the Community College and related planning area. Caltrans is planning to widen SR 99 from four to ultimately eight lanes through Madera County, except within the City of Madera where the current alignment will only accommodate six lanes. In 2006, Caltrans completed the conversion to full freeway of three remaining miles of expressway on SR 99 north of Madera (the Fairmead project).

MEASURE "T" EXPENDITURE PLAN

In November 2006, Madera County voters passed Measure "T", a 20 year half-cent sales tax measure for transportation improvements in Madera County. The Measure "T" program represents one of the few secure funding sources available to Madera County. As such, it warrants a high level of attention to ensure that the funds are expended on high need safety and congestion relief projects. Another focus must be using these funds as a base for leveraging State and Federal funds into Madera projects.

METROPOLITAN PLANNING FACTORS

Federal transportation legislation includes planning and strategy areas to be considered by Metropolitan Planning Organizations (MPOs) in their planning process (Appendix I). These areas will be considered as a part of the planning process and work products as the transition from MAP-21 to FAST Act occurs, and FHWA and FTA provide additional guidance. Planning Emphasis Areas have been incorporated in Appendix J:

Planning Emphasis Areas:

1. MAP-21 Implementation;
2. Models of Regional Planning Cooperation; and,
3. Ladders of Opportunity

OTHER PLANNING ACTIVITIES

Appendix J is an Informational Element Matrix that includes a list of planning activities for which Caltrans is responsible within the MPO metropolitan planning area.

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PLANNING EMPHASIS AREAS

FTA/FHWA PLANNING EMPHASIS AREAS

Planning emphasis areas (PEAs) are policy, procedural, and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Programs for Program Year 2017 are:

- Core Planning Functions
- Performance Management
- State of Good Repair

Core Planning Functions

MPOs are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

The Moving Ahead for Progress in the 21st Century (MAP-21) legislation provided metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

Performance Management

Since MAP-21 was passed in 2012, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make

progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Although the final rulemaking is not yet completed, the FHWA and FTA want each MPO to explicitly identify their process for determining performance targets and measures within their Overall Work Programs for FY 2017.

State of Good Repair

MPOs are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPOs shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Regional Transportation Plan (RTP). Analysis of State of Good Repair needs and investments shall be part of any RTP update, and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPOs are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operator's transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

WORK ELEMENTS

WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & EIR

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the 2014 RTP, staff implemented the requirements of legislation related to Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375.

Discussion

The Commission, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), includes consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2014 RTP was adopted by the MCTC Policy Board on July 23, 2014. The RTP is the primary planning document produced by the Commission and provides the policy basis for all major transportation infrastructure funding programs within the county.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. In 2004, a consultant developed a methodology to prioritize regional capital improvement projects. The results of the 2004 Regional Project Prioritization Study were incorporated into the 2004 RTP Update. The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006 and for SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP update carried forward the Measure "T" Investment Plan in anticipation of the next RTP update, which incorporated the mandates of SB 375. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. In the course of the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for Commission consideration. The stakeholders assisting in the development and review of the RTP consist of the following: Commission staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts;

Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

Preparations for the 2018 RTP/SCS and EIR will officially commence in the summer of 2016. Planning activities ancillary to the development of a successful new plan are already under way including detailed focus and study on enhanced travel via public transportation and non-motorized modes (Madera County Coordinated Public Transit Human Services Plan, Madera County Short Range Transit Development Plan, and Madera County Active Transportation Plan).

As part of the next RTP and SCS formulation process, the MCTC Policy Board will discuss directing MCTC staff to form a subcommittee to analyze, discuss and provide recommendations on possible policies aimed at the preservation of agricultural, natural and working lands; sustainable planning and infrastructure programs; and needs assessment activities, for inclusion into the transportation planning process at MCTC. Working collaboratively with community-based organizations, interested stakeholders and professional staff, this committee would be on-going, and discuss the formulation of policy and program language to:

- Develop a methodology to help implementing agencies quantify the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects.
- Develop a methodology for implementing agencies to consider preservation ratios to minimize loss of prime, unique, and statewide importance farmland; and coordinate efforts to provide a mechanism for preservation activities.

Sustainable Communities Strategy Implementation

The 2014 RTP included a sustainable communities strategy (SCS) based on scenario planning activities that began in 2012. MCTC engaged in an extensive public outreach campaign and agency consultation utilizing upgraded modeling tools for scenario development to prepare the SCS. Environmental Justice Analysis and community participation played an important role in determining scenario development. As part of the creation of the 2014 RTP, an SCS funding implementation strategy was developed to identify funding for smart growth projects. This implementation strategy will be an outlet for local jurisdictions to provide support, assistance, and tools integrating land use and transportation principles and programs from the Sustainable Communities Strategy into their general plans.

The preferred SCS Scenario contained in the 2014 RTP did not yield emissions results able to meet the targets for reduction set by the ARB. MCTC staff has worked to address the factors needed to create a fiscally constrained RTP and SCS which can meet the GHG reduction targets established by the ARB. MCTC began undertaking this task upon the adoption of the 2014 RTP. The process to create a SCS compliant with the GHG reduction targets mandated by the California Air Resources Board (ARB) was completed in the spring of 2017. A significant amount of the work utilized to develop the amended 2014 RTP/SCS will be directly applicable to the development of future RTP/SCS plans.

Performance Monitoring Measures

In conjunction with MCTC's long-range transportation planning products, staff will continue to establish appropriate performance measures in order to maintain effective performance based planning and programming.

California Planning Emphasis Areas

Performance Management

MCTC initiated a 2004 RTP Prioritization Study that for the first time prioritized RTP projects by cost effectiveness based upon established RTP performance measures. Projects are advanced for programming in the TIP thereafter based upon deliverability within the four-year element of the TIP. The 2018 RTP will utilize performance measures to reprioritize projects for each scenario developed for the SCS.

Previous Work

1. Amend 2014 Regional Transportation Plan, Sustainable Communities Strategy and Environmental Impact Report to reflect meeting target GHG reduction goals set by the ARB.
2. Final – 2014 Regional Transportation Plan, Sustainable Communities Strategy and Environmental Impact Report.
3. Final – 2011 Regional Transportation Plan and Environmental Impact Report.

Product

1. Maintain and update the 2014 RTP/SCS as required.
2. Amendments to 2014 RTP as needed.
3. 2018 RTP/SCS and EIR.
4. Document Tribal government-to-government relations.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|---|---------------|-----------|
| 100.1 | Development of 2018 RTP/SCS and EIR | 2017-18 | 44% |
| 100.2 | Maintain the 2014 RTP/SCS and develop amendments as necessary | 2017-18 | 10% |
| 100.3 | Continue to develop and optimize SCS Funding Implementation Strategy. | 2017-178 | 10% |
| 100.4 | Monitor regional transportation issues and development of modal elements. Maintain file of pending update information. Review regional goals, policies, and objectives in consultation with member agencies. | 2017-18 | 10% |
| 100.5 | Work and coordinate with other government agencies within nonattainment basin to consistently present multimodal issues of valley wide concern. | 2017-18 | 10% |
| 100.6 | Continue to monitor air quality issues related to transportation, conduct air quality analyses as needed, and update the Air Quality section of the Environmental Impact Report when indicated. Work with the Air District on air quality issues. | 2017-18 | 10% |
| 100.7 | Conduct RTP public involvement process during the development and adoption of 2014 RTP amendments. | cont. | 1% |
| 100.8 | Conduct public workshops/hearings to solicit public participation in the planning process, including government to government coordination, consultation and collaboration with the tribal governments. | Cont. | 5% |
| | | | 100% |

FTE: .71

| 100 Regional Transportation Plan & EIR | | | |
|---|----------------|----------------------------------|----------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | 44,671 | MCTC | 179,463 |
| MCTA | | RTP EIR (Consultant) | 80,000 |
| FHWA-PL | 344,792 | RTP/SCS Development (Consultant) | 130,000 |
| FTA-Section 5303 | | | |
| STIP - PPM | | | |
| Other | | | |
| Total | 389,463 | Total | 389,463 |

WORK ELEMENT: 110 REGIONAL PLANNING DATABASE

Objective

To develop and maintain a database of regional planning information for use in support of all transportation planning activities of the Commission. The database includes information on regional demographics, streets and highways inventories including congestion management issues, transit systems and services, rail, aviation, and non-motorized facilities.

Discussion

The Commission has developed several planning databases in support of regional transportation planning activities. These include demographic projections for use in traffic modeling and air quality analysis; an inventory of regionally significant roads (including all State highway facilities); and land use and zoning summaries. This information is maintained in computer files using database managers as well as in the Commission's geographic information system (GIS).

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. Focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2010 Federal census.

All databases will be made available to Caltrans upon request for use in meeting statewide management system requirements as well as statewide traffic modeling needs.

As a component of the Madera County 2010 Traffic Model Update, the MCTC regional planning database was updated and validated. The existing land use database was updated using available data sources and future land use projections were developed using two different methods. The GIS database was also updated and an integrated spatial projection created for MCTC GIS data was created.

Subsequent to the adoption of the 2014 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants.

Previous Work

1. Developed demographic projections by TAZ for 2040 in support of the 2014 RTP/FTIP.
2. Developed demographic projections for the 2030 San Joaquin River Crossing Study.
3. Developed demographic projections for 2050 for the San Joaquin Valley Blueprint.
4. Developed demographic projects for the 2025 Rio Mesa Area Traffic Model.
5. Developed demographic projections by TAZ for 2014 and for 2020, 2025, and 2030 for use in new model.
6. Developed basic inventory of regionally significant roads with geographic keys.
7. Established database structure for roads inventory.
8. Provided GIS training for two employees.
9. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.

10. Worked with Caltrans and the local agencies to adjust the urban boundary limits according to the year 2000 Census.
11. Develop demographic projections and GIS databases for 2010 Madera County traffic model update.
12. Developed layer and database of disadvantaged communities for use in funding applications.
13. Developed database of transit routes and stops.

Product

1. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments and the State for describing existing conditions on transportation facilities within Madera County.
2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2014 RTP and 2015 FTIP.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.

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Tasks

| | Task Description | Work Schedule | % of Work |
|-------|---|---------------|-----------|
| 110.1 | Participate with Madera County agencies and other transportation planning agencies, including Tribal Governments, on the San Joaquin Valley Regional GIS Council and in development of the San Joaquin Valley GIS system. | cont. | 10% |
| 110.2 | Maintain Madera County traffic model layer to include TAZs, network and demographic data & 2000/2010 census data. | cont. | 30% |
| 110.3 | Maintain layer data and database for regionally significant local roads to include “as built” configuration, planned configuration, pavement condition, maintenance status, and congestion levels. | cont. | 15% |
| 110.4 | Maintain layer and database for bridges. | cont. | 5% |
| 110.5 | Maintain layer and database for bicycle, pedestrian, and transit networks. | cont. | 20% |
| 110.6 | Maintain administrative layers for land use and zoning. | cont. | 10% |
| 110.7 | Maintain layer and database for disadvantaged communities. | cont. | 5% |
| 110.8 | Provide training for MCTC staff. | cont. | 5% |
| | | | 100% |

FTE: .12

| 110 Regional Planning Database | | | |
|---------------------------------------|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 29,861 |
| MCTA | | | |
| FHWA-PL | 26,436 | | |
| FTA-Section 5303 | | | |
| STIP - PPM | 3,425 | | |
| Other | | | |
| Total | 29,861 | Total | 29,861 |

WORK ELEMENT: 111 TRAFFIC MONITORING PROGRAM

Objective

To maintain the Madera County Traffic Monitoring Program as a source of current traffic information for use by local agencies, Tribal Governments and the public, and as a validation tool for the county wide traffic model and VMT monitoring requirements.

Discussion

The Commission utilizes a qualified consultant to conduct traffic counts and to prepare the Traffic Monitoring Program report. Staff and the consultant developed a standardized triennial regional count program with the assistance from the local agencies.

The Commission also maintains the regional traffic monitoring program as a source of data to support traffic modeling activities. The Madera County Traffic Monitoring report is published annually to provide local planners and the public with up to date information about travel characteristics on the streets and highways system. Counts taken pursuant to this program are according to an established schedule and are not intended to supplant local agency count programs.

Highway Performance Monitoring System (HPMS)

The HPMS is a nationally recognized highway information system that collects and analyzes data on the extent, condition, performance, use and operating characteristics of the Nation's highways. Annually, local agencies, through their MPO, are requested to provide sample data on arterials and collectors for inclusion in the HPMS. MCTC coordinates the data submission to Caltrans.

Previous Work

1. Published Madera County Traffic Monitoring – 2016 Annual Report.
2. Developed a triennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies; accident diagrams and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2017 Annual Report.
2. Traffic counts.
3. HPMS data submission to Caltrans.
4. Document Tribal government-to-government relations.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|---|---------------|-----------|
| 111.1 | Conduct traffic counts at various locations | Mar-May-18 | 50% |
| 111.2 | Provide traffic monitoring support to local agencies, including Tribal Governments. | cont. | 25% |
| 111.3 | Collect data from local agency and Caltrans traffic count programs. | cont. | 20% |
| 111.4 | Coordinate the submission of HPMS data to Caltrans from local agencies as required. | cont. | 5% |
| | | | 100% |

FTE: .04

| Traffic Monitoring Program | | | |
|-----------------------------------|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 7,542 |
| MCTA | | Consultant Services | 10,000 |
| FHWA-PL | 15,530 | | |
| FTA-Section 5303 | | | |
| STIP - PPM | 2,012 | | |
| Other | | | |
| Total | 17,542 | Total | 17,542 |

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING

Objective

To maintain a regional travel demand model for support in transportation and air quality planning activities.

Discussion

The Madera County travel demand model was initially developed in 1993-94 with major updates in 2001 and in 2012. It was updated as part of the San Joaquin Valley Model Improvement Program utilizing the Cube Base/Voyager software system.

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all of the San Joaquin Valley transportation demand models. As a result the new transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP). Phase 2 of the MIP was completed in late-2016 so it may be used for future planning activities related to the 2018 RTP/SCS and EIR as well as subsequent Federal air quality conformity determinations.

The Madera CTC MIP model with 2010 base year and 2040 analysis year was used for the 2014 RTP/SCS process as the basis for scenario evaluation through performance measures. The Madera CTC MIP Model was approved with the 2014 RTP/SCS in July 2014.

An additional second round of San Joaquin Valley model improvements was completed at the end of 2016. Training for the second phase of the MIP model is ongoing throughout 2017. The second round enhanced and revalidated the traffic model using 2010 California Household Travel Survey data, American Community Survey data and the 2010 Census Transportation Planning Package (CTPP) data. These new data sources facilitate numerous model improvements, e.g.: better interregional estimates and forecasts, better trip distribution, gateway station and friction factor estimates; and improved volume-capacity and speed flow relationships. The new horizon year the model will forecast to for the 2018 RTP/SCS will be 2042.

The model is used in support of traffic analyses for plans, programs, and projects carried out by the City of Chowchilla, the City of Madera, Madera County, Tribal Governments, and Caltrans. In addition, the model is used by Madera County as the basis for its traffic impact fee program. This work element provides for network database maintenance (i.e. reflecting newly constructed roads) and enhancements necessary to provide air quality modeling capabilities as well as support for ongoing streets and roads planning.

This element also includes the costs for maintenance of the modeling software itself in addition to providing for on-call technical planning/modeling consultant support to address technical planning and modeling issues as they may arise.

Air quality issues are increasingly driving traffic model application. The San Joaquin Valley transportation planning agencies have jointly sponsored a comprehensive review of modeling needs

within the valley with the intent of identifying a strategic plan for model development in order to satisfy air quality requirements. By an agreement executed in 1999 between the San Joaquin Valley Regional Transportation Planning Agencies and the California Air Resources Board, a new modeling software platform has been implemented. The software represents a significant improvement in the state of the art and in particular is expected to provide a higher level of information for use in ongoing air quality planning activities.

Commission staff retained Kittleson & Associates, Inc. to update the traffic model to a 2010 base year with projected models developed in five year increments to 2040. The updated model incorporates many improvements originally developed for the Rio Mesa area model update and the Madera County Blueprint process, including: a master network, feedback loop, and equilibrium assignment. The current three-county model network has been pared down to represent Madera County alone, with gateway nodes at the county borders. Trip generation and assignment was recalibrated using the most recent traffic count and InfoUSA land use data.

Commission staff and consultants retained for the development of the 2014 RTP/SCS are utilizing UPlan scenario modeling software to evaluate how the Plan and its policies will impact land use. The UPlan land use model uses a combination of computer based Geographic Information System, or "GIS" tools to accomplish the land use modeling tasks. The primary tool, UPlan, was developed by the University of California, Davis. It is a land use modeling software used to generate future growth models. The key components of UPlan modeling are projected populations, general plan land use, attraction areas, discouragement areas, and masks. UPlan is used in conjunction with ESRI's ArcGIS software, allowing the results of UPlan models to be displayed visually as easy to understand maps.

As part of the San Joaquin Valley Blueprint Planning Process, MCTC retained Kittleson & Associates, Inc. to prepare a 2050 Blueprint model scenario. The Blueprint process seeks to integrate land use and transportation planning through the development of modeling tools to optimize land use decisions to enable the most efficient allocation of transportation resources and to promote alternative modes of transportation. The result of the Blueprint effort was the selection of a Blueprint preferred scenario. Since the Blueprint process is now a familiar concept within the county, MCTC decided to use the Blueprint scenarios as the base for the SCS scenario development for the 2014 RTP update. Based upon this directive, Community Design and Architecture (the MCTC consultant firm) is preparing the data inputs for the MCTC updated UPLAN software, utilizing the parcel-based databases from the Blueprint process, as well as the MCTC Blueprint scenario definitions.

Commission staff retained Fehr and Peers in 2013 to develop a TxD Model Post Processor for use in future SCS and RTP scenario analysis. The TxD process adjusts vehicle trips and vehicle miles traveled results from MCTC's Cube Model based on statistical analysis of the difference in sensitivity of the travel model to small-scale land use changes compared to the sensitivity of set parcel based regression models. The data, findings, and tools in the TxD Model Post Processor will provide the ability to better capture the effects of smart growth strategies in the travel modeling they employ for regional scenario evaluation and planning.

Subsequent to the adoption of the 2014 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants. Subsequent to the adoption of the 2014 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants. In 2015 and 2016 this update saw enhancements

made to the significant roadway network, traffic analysis zone (TAZ) boundaries and socio-economic demographic profile of the model base year (2010) and SB 375 control year (2005) to more accurately convey observed conditions in the Madera Region for use in future year projections. In 2015 and 2016 this update saw enhancements made to the significant roadway network, traffic analysis zone (TAZ) boundaries and socio-economic demographic profile of the model base year (2010) and SB 375 control year (2005) to more accurately convey observed conditions in the Madera Region for use in future year projections.

Commission staff worked with the other seven Valley MPOs to implement the Central Valley I-PLACE3S Pilot Project. This project involved the development of an I-PLACE3S application that enables planners and the public to evaluate land use scenarios using quantifiable criteria. The project was funded by the Strategic Growth Council Model Incentives Grant Program.

Commission staff worked with the other seven Valley MPOs, UC Davis, and the California Air Resources Board on an interregional San Joaquin Valley model improvement project. This project developed a new tour-based travel demand model for the San Joaquin Valley and a web based travel model storage system that allows model data to be shared across the Valley.

In 2014 the Protect and Improve Critical Transportation Planning Tools for Rural and Growing Counties Project proposed by Amador, Calaveras, and Tuolumne Counties was awarded a Caltrans Partnership Planning for Sustainable Transportation Grant. Madera, Glenn, and Lassen Counties agreed to help pay the local match for this grant. The grant and contract agreement is with UC Davis and includes a task wherein the model update/upgrade, when it's completed, will be brought to these three counties and installed with assistance. MCTC staff coordinated with and helped facilitate the development of the Protect and Improve Critical Transportation Planning Tools for Rural and Growing Counties Project as requested and provided Local Match funding. The Tool development was completed in the winter of 2016. Review and training of the product will be on going in 2017.

As part of the development of the 2018 RTP/SCS, MCTC staff will regularly meet with local and state agencies to refine the significant roadway network, traffic analysis zone boundaries and socioeconomic demographic characteristics to account for differences between data used in the 2014 RTP/SCS development and planning data as it currently exists and is projected.

Previous Work

1. Developed and Updated Traffic Analysis Zones, Land Use Assumptions and Model Network for 2014 RTP/SCS and EIR projects and Federal Air Quality Conformity Determinations.
2. Network development for the 2025 Rio Mesa Area Traffic Model.
3. Installation and implementation of Cube Base/Voyager traffic modeling software system.
4. Provided data for various transportation planning studies
5. Network development for the 2050 Blueprint Model
6. Model runs in support of Blueprint scenario planning process
7. Implement San Joaquin Valley Model Improvement Program utilizing Prop 84 funding (in kind).
8. Implement Central Valley MPOs I-PLACE3S Pilot Project (in kind).
9. Implement the UCD/ARB San Joaquin Valley model improvement project (in kind).
10. Developed 2010 update of countywide travel demand model, with projected models developed in five year increments to 2040.

Product

1. Maintain the current traffic model for the Madera regional area.
2. Model runs in support of air quality analysis, environmental studies, and project development activities.
3. Network updates and model runs producing VMT and speed bin data supporting air quality conformity analysis for 2015 FTIP & 2014 RTP amendments as needed.
4. Develop model runs for the 2014/2018 RTP and SCS.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|---|---------------|-----------|
| 112.1 | Maintain network and zonal database for year 2010 and projected years to 2042. | cont. | 40% |
| 112.2 | Organize Model Coordinating Committee Meetings as needed. | cont. | 25% |
| 112.3 | Local and regional project model runs. | cont. | 5% |
| 112.4 | Utilize modeling tools in support of SJ Valley Blueprint. | cont. | 5% |
| 112.5 | Participate and coordinate with other valley agencies in model improvement activities, including MIP Phase II | cont. | 20% |
| 112.6 | Participate in the Project and Improve Critical Transportation Planning Tools for Rural and Growing Counties Project as required. | 2017-18 | 5% |
| | | | 100% |

FTE: .33

| 112 Regional Transportation Modeling | | | |
|---|----------------|-------------------------------------|----------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 88,742 |
| MCTA | | Technical/Modeling On Call Services | 50,000 |
| FHWA-PL | 126,812 | Cloud Computing | 1,000 |
| FTA-Section 5303 | | Software Maintenance | 3,500 |
| STIP - PPM | 16,430 | | |
| Other | | | |
| Total | 143,242 | Total | 143,242 |

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING

Objective

To maintain an ongoing coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining Federal and State air quality standards.

Discussion

Ongoing air quality planning incorporates all activities necessary to ensure compliance with Federal and State air quality standards. The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as an “Extreme” 8-Hour Ozone and PM 2.5 non-attainment area. The Madera County Transportation Commission (Commission) participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District, and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions. The San Joaquin Valley Interagency Consultation Group (IAC) serves as the conduit for interagency consultation required for air quality conformity determinations and for coordinating member agency commitments to implement TCMs consistent with the approved attainment demonstration plans.

The San Joaquin Valley Air Pollution Control District (Air District) holds primary responsibility for development and adoption of attainment plans for the San Joaquin Valley. The eight Valley transportation planning agencies and the Air District have developed a coordinated, cooperative and consistent planning process through a joint Memorandum of Understanding (MOU). An annual “Work Plan” provides for coordination of work items including (1) submission of Vehicle Miles Traveled (VMT) forecasts for development of emission budgets, (2) updating of attainment demonstration plans, (3) joint evaluation of TCMs, and other opportunities to work jointly on projects or studies that address air quality improvement.

Traditional control methods directed at stationary and mobile sources are reportedly reaching their limits of effectiveness. It is, therefore, necessary to review and broaden assignment of responsibility for the quality of our air. Local government control measures are being implemented to address areas under the jurisdiction of local government. Additionally, as transportation choices made by the general public can significantly affect emissions from motor vehicles, education of the general public regarding effects of behavioral patterns is critical. The Commission coordinates and advises in the development of local government control measures and encourages conscientious travel choices. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.

The Valley TPA Directors continue joint funding for a valley-wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis consistent with the requirements of MAP-21 and the FAST Act. The Federal Clean Air Act requirements are complex and require continual monitoring of changes and interpretations of the requirements. Increased involvement in technical analyses of plans, programs, and projects has been necessary during the last several years to ensure compliance. The

Commission remains involved in the air quality conformity process through participation in statewide and regional workshops and committees (i.e. EMFAC 20011-SG, etc.).

MCTC has demonstrated its transportation planning related air quality impacts conform to the 2008 Ozone and 2012 PM2.5 standards. The MCTC Policy board acknowledged these findings and directed commission staff to forward the results of the analysis to appropriate state and federal authorities who concurred with the findings.

Previous Work

1. Demonstrated conformity for the 2008 Ozone and 2012 PM2.5 Standards.
2. Monitored developments of Federal and State Clean Air Acts.
3. Executed MOU with eight Valley TPAs and the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.
4. Assisted in development of travel and emissions travel forecasts.
5. Projected motor vehicle emission forecasts for Madera County.
6. Continued to work jointly with the Air District in matters pertaining to transportation planning.
7. Provided updated travel factors to the Air District.
8. Completed Reasonably Available Control Measure (RACM) process for Madera County for inclusion in the Air District's Ozone Extreme Plan.
9. Completed the Best Available Control Measure (BACM) process for Madera County for inclusion in the Air District's PM10 Plan.
10. Participated with other Valley TPAs in the San Joaquin Valley Modeling/Air Quality Committee.
11. Prepared 8-Hour Ozone, PM 10, and PM 2.5 Air Quality Conformity
12. Developed greenhouse gas reduction targets for Madera County to meet SB 375 mandates.
13. Prepared 8-Hour Ozone, PM 10, and PM 2.5 Air Quality Conformity.
14. Determinations for the 2015 FTIP/ 2014 RTP.
15. Determination for the 2017 FTIP.

Product

1. Contract with Valley Air Quality Consultant (approx. \$10,000).
2. Prepare Conformity Determinations as required for any amendments to the 2017 FTIP or 2014 RTP.
3. Document Tribal government-to-government relations.

Tasks

| | Task Description | Work Schedule | % of Work |
|--------|--|---------------------|-----------|
| 113.1 | Participate with other Valley MPOs in the San Joaquin Valley Director's Association-Interagency Consultation Group (IAC), and State agencies to address ongoing pertinent transportation modeling, air quality, modeling, and transportation conformity analysis issues. | cont. | 25% |
| 113.2 | Prepare Air Quality Analysis necessary for 2019 FTIP and 2018 RTP. | cont. | 15% |
| 113.3 | Monitor State and Federal guidance related to air quality transportation planning requirements. | cont. | 10% |
| 113.4 | Submit future year travel forecasts to the SJVAPCD and the CARB as requested. | cont. | 5% |
| 113.5 | Work with the SJVAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion or inclusion in attainment demonstration plans. | cont. | 5% |
| 113.6 | Evaluate various alternative modes of transportation as they relate to air quality. | cont. | 10% |
| 113.7 | Continue with the ongoing public education process and work to develop outreach programs on conformity and other transportation issues. | cont. | 5% |
| 113.8 | Continue to work with the SJVAPCD and SJV Model Coordinating Committee to jointly evaluate the development of the updated EMFAC (Emissions FACTor model) and current California mobile source control measures on motor vehicle emission projections. | cont. | 10% |
| 113.9 | Continue with ongoing coordination, consultation, collaboration and communication and provide necessary technical assistance to the tribal governments. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements. | cont. | 5% |
| 113.10 | Prepare conformity finding for amendments to the 2019 FTIP and 2018 RTP. | July 17- June 18 | 10% |
| | | | 100% |

FTE: .29

| 113 Air Quality Transportation Planning | | | |
|--|--------|------------------------------|--------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 77,406 |
| MCTA | | Air Quality Consultant | 10,000 |
| FHWA-PL | 77,381 | | |
| FTA-Section 5303 | | | |
| STIP - PPM | 10,025 | | |
| Other | | | |
| Total | 87,406 | Total | 87,406 |

DRAFT

WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING

Objective

To maintain a continuing, cooperative and coordinated regional Goods Movement Streets and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements.

Discussion

The San Joaquin Valley COG Directors commissioned the development of a Valley wide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and in order to compete for goods movement funding, the valley needed a Goods Movement Action Plan that was similar in nature to the Route 99 Business Plan. The Goods Movement Action Plan identifies the priorities and the necessity of goods movement projects in the valley. In Madera County, there is particular interest in the State Route 99, State Route 152, and State Route 41 Corridors for economic development and goods movement primarily from farm to market.

State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, but there is an additional \$5 Billion plus in projects remaining to be funded. The next objective is to update the Business Plan and develop a Financial Plan for the remaining projects that need to be funded.

Throughout this process is the potential consideration by the State of interstate status for State Route 99. At the prompting of various valley interests, the Governor did issue a letter stating, without any financial commitment, that interstate status should be investigated. Caltrans in consultation with the Federal Highways Administration determined that pursuing interstate status was not feasible at this time, but will re-evaluate in the future.

San Joaquin Valley Interregional Goods Movement Plan

The San Joaquin Valley Interregional Goods Movement Plan was completed in August of 2013. It identifies future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy.

The planning effort involved numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry and others. The product of this joint study is a San Joaquin Valley Policy Council planning document. Results of the Plan were included in the 2014 RTP.

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVGMSIP) will build upon the previously completed San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial

zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

This study is funded through a 2014-15 Caltrans Partnership Planning for Sustainable Transportation grant program for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics is the prime consultant engaged on this study.

San Joaquin Valley I-5 Goods Movement Plan

Building upon previous goods movement planning efforts, the eight San Joaquin Valley Regional Planning Agencies are currently undertaking 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. Commission staff has joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. Demonstration projects are planned for spring of 2017.

Study of Short-Haul Rail Intermodal Facilities in the San Joaquin Valley

A major outcome of the San Joaquin Valley Regional Goods Movement Action Plan 2007 was the proposal of a rail corridor system extending from the Port of Oakland, to the Tehachapi Pass, and connecting to points east of south of the San Joaquin Valley.

The rail corridor system will allow goods currently being trucked through the Valley to be "diverted" to the rail corridor. This will relieve congestion, facility deterioration and air pollution by reducing truck vehicle miles traveled (VMT) – the number one contributor to all of these factors. Cambridge Systematics has been retained to conduct an analysis of Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

MCTC has joined with Fresno COG, Madera County, Fresno County and the City of Fresno in undertaking an Origin/Destination and Fiscal Impact Study. This study will provide for a comprehensive understanding of transportation movements and effects between Fresno and Madera Counties, the Fresno Council of Governments (Fresno COG) and the Madera County Transportation Commission (MCTC) – in partnership with the Counties of Fresno and Madera, and the Cities of Fresno and Madera – seek to conduct a joint Origin-Destination Study. It is anticipated that the joint study would consist of two parts. Part one would consist of an analysis of origin and destination traffic movements between the two counties. Part two would provide an analysis of the fiscal impacts of such movements on the local and regional economy. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts, while improving the regional planning agencies' abilities to implement their Sustainable Communities Strategies. The total timeline of the study would consist of a 12-month period; allowing for 6 months of traffic analysis and 6 months of fiscal analysis with integrated administrative report editing/review and completion taking place concurrently. Phase One of the study was completed in the fall of 2016. Phase Two is expected to be completed in the summer of 2017. The budget for this study is \$250,000 of which \$50,000 is provided by MCTC.

The Commission also maintains an active streets and highways planning process which is used to identify and document the need for new facilities and expansion of existing facilities to accommodate projected regional growth. Future needs are evaluated relative to projections of available financial resources and fundable projects are advanced to the Regional Transportation Plan and the Regional Transportation Improvement Program.

Included in this work element is staff participation in corridor studies, project level traffic studies, review of agency general plan updates, and review of local agency circulation elements for adequacy to meet projected needs. Streets and highways is a major focus of the Regional Transportation Plan (RTP). Passage of Measure "T" provides a needed infusion of funding into the local program. Generally, staff efforts will be directed towards the identification of safety and congestion problems in order to establish priorities for future project funding. Additionally, opportunities for implementation of Intelligent Transportation Systems to problems will be explored.

Funding of transportation infrastructure is a critical need. Staff will work to develop tools necessary to identify costs of improvements needed to accommodate projected regional growth and to assign benefits by geographic area. Staff will also continue efforts to identify and maximize external funding sources to support transportation improvements within Madera County.

Previous Work

1. Provided technical support and participated in the Fresno-Madera County Freeway Interchange Deficiency Study – Phase I & II.
2. San Joaquin Valley Goods Movement Action Plan
3. Participation in Goods Movement Study
4. San Joaquin River Regional Transportation Study
5. Participation on VTA sponsored SR 152 Trade Corridor Study
6. Participation in SR 99 and SR 41 Congestion Management Plans.
7. Participation in the San Joaquin Valley Interregional Goods Movement Plan.

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
3. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
4. Participation with Fresno COG and Merced CAG in the exploration of circulation issues of mutual concern.
5. Origin/Destination with Fiscal Impact Study to be carried over and completed in FY 17-18.
6. Document Tribal government-to-government relations.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|---|---------------|-----------|
| 120.1 | Review local agency circulation elements including goals, policies and objectives. | cont. | 10% |
| 120.2 | Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies. | cont. | 20% |
| 120.3 | Consultation, coordination and collaboration with tribal governments for the Indian Reservation Roads (IRR) Program Inventory. | cont. | 10% |
| 120.4 | Participate and provide technical support for the Madera-Fresno Origin/Destination and Fiscal Impact Study | FY 17-18 | 25% |
| 120.5 | Prepare staff analysis on various studies, including the SR 41 High Emphasis Focus Route, SR 49 designation, SR 99 and review local agency traffic studies as required. | cont. | 15% |
| 120.6 | Participate and provide technical support for planned or ongoing Valleywide Goods Movement Projects. | FY 17-18 | 20% |
| | | | 100% |

FTE: .30

| 120 Goods Movement and Highways Planning | | | |
|---|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 78,895 |
| MCTA | | Origin Destination Study | 10,000 |
| FHWA-PL | 78,699 | | |
| FTA-Section 5303 | | | |
| STIP - PPM | 10,196 | | |
| Other | | | |
| Total | 88,895 | Total | 88,895 |

WORK ELEMENT: 122 PROJECT COORDINATION AND FINANCIAL PROGRAMMING

Objective

To prioritize regional transportation projects by monitoring State and Federal funding requirements, including existing and proposed regulations and through coordination with local agencies to establish priorities according to accepted performance measures.

Discussion

Senate Bill 45 provided a new opportunity for regions to utilize State funding (STIP) for improvements to State highways and local streets and roads. Regional Transportation Planning Agencies and local agencies have expanded responsibilities for project development, programming and delivery and are expected to satisfactorily complete all procedural requirements pursuant to State and Federal regulations. This work element provides staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project work activities are responsive to these requirements, are timely, and are processed correctly. Local agencies are responsible for normal engineering and environmental work activities related to project delivery, but are expected to coordinate closely with MCTC staff to ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan.

It is anticipated that projects will be advanced by local agencies from the priority list of projects in the Regional Transportation Plan. These projects must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation Act (FAST Act) and Senate Bill 45 and as guidelines are developed and modified to respond. Rather than have each Commission member agency try to keep current with all requirements, this work element provides a staff resource to be utilized by each agency with particular emphasis on those activities related to responding to State/Federal agency requirements.

With the passage of Proposition 1B in November 2006, Commission staff has been tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). MCTC currently suballocates PTMISEA funds to local agencies by population. For the PTMISEA program, MCTC is also responsible for review and submission of project applications, disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans.

The Commission is charged with distributing funding from the Low Carbon Transit Operations Program (LCTOP) to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These programs have a goal of reducing greenhouse gas emissions and are funded by auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program. These funds have their own statutory

requirements under SB 862, but are also required to meet the statutory requirements of the Transportation Development Act.

Commission staff assists local agencies (including Tribal Governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchase of new transit vehicles or provide operating funds pursuant to the guidelines. Commission staff has informed local agencies (including Tribal Governments) about the Job Access and Reverse Commute (JARC) grant program that is now part of the Section 5311 program. The JARC program provided competitive grants to assist States and local communities in developing flexible transportation services to connect welfare recipients and other low-income persons to employment and support services.

Previous Work

1. Madera County 2011, 2014 Regional Transportation Plans
2. Madera County 2008, 2010, 2012, 2014, 2016 Regional Transportation Improvement Program
3. Planning, Programming, and Monitoring of STIP projects
4. Prop 1B: PTMISEA administration
5. Section 5310, Section 5311, Section 5311(f), Section 5305 and Section 5307 grant applications.

Product

1. Project transportation planning and programming support services.
2. Prioritization and financial cash flow analysis.
3. Prop 1B: PTMISEA– suballocation, application processing, tracking, and reporting.
4. Section 5311, Section 5311(f), Section 5310, Section 5304, and Section 5307 grant applications.
5. Low Carbon Transit Operations Program (LCTOP) Allocations and administration.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|--|---------------|-----------|
| 122.1 | Maintain currency with all Federal/State project programming and delivery requirements. | cont. | 20% |
| 122.2 | Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. | cont. | 15% |
| 122.3 | Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis. | cont. | 45% |
| 122.4 | Administer Prop 1B transit program - PTMISEA | cont. | 10% |
| 122.5 | Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; section 5307. | cont. | 5% |
| 122.6 | Administer and allocate LCTOP | cont. | 5% |
| | | | 100% |

FTE: .31

| 122 Project Coordination and Financial Programming | | | |
|---|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 55,165 |
| MCTA | | | |
| FHWA-PL | | | |
| FTA-Section 5303 | | | |
| STIP - PPM | 55,165 | | |
| Other | | | |
| Total | 55,165 | Total | 55,165 |

WORK ELEMENT: 130 PUBLIC TRANSPORTATION

Objective

To maintain a continuing public transportation planning process pursuant to requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Social Service Transportation Act (SB-498, 1987), and the Specialized Transportation Services: unmet transit needs Act (SB-826, 1988 and SB 807, 1989).

Discussion

Planning to meet the transportation needs of residents of Madera County is a continuing program of the Commission.

Commission staff has implemented the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. MCTC last adopted a coordinated plan on July 22, 2015. The coordinated plan will be updated pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), as necessary to assist the local agencies in applying for funds from Sections 5310 and 5311.

Commission staff will partner with the County of Madera and the State of California in the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety and sustainable communities in our area.

Commission staff maintains the Short Range Transit Development Plan, a five year plan completed in 2009/10 and valid through 2013/14. MCTC staff began work on an updated Short Range Transit Development Plan in FY 2016/17. Completion of the plan occurred in spring of 2017.

Commission staff will continue to work closely with the Transit Advisory Board (TAB) and monitor transit issues in the City of Madera.

Commission staff will post information related to public transportation on the Commission's website.

Commission staff will examine transit as it relates to non-social services oriented travel and farmworker transportation needs.

Commission staff encourages transit operators to update their emergency preparedness plans and to conduct frequent emergency drills and exercises for the safety and security of the transportation system.

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. There are three phases of this study which began in spring 2016 and has a two-year timeline.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRITTP), jointly funded through the Tribal Transit Program administered by the Federal Transit Administration and the Tribal Transportation Program administered by the Bureau of Indian Affairs. The NFRITTP also serves target populations of elderly, persons with disabilities, and low-income to medical and other essential services.

Previous Work

1. Transit Development Plans.
2. Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. Updated Action Plan or Progress Report (SB 826).
5. City of Madera Fixed Route Feasibility Study.
6. Coordinated Public Transit-Human Services Transportation Plan – 2015.
7. Short Range Transit Development Plan – 2017/18 – 2021/22.
8. Participation in the Steering Committee for a new Valley-wide Rideshare Entity.
9. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
10. Madera County Transportation Guide.

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document Tribal government-to-government relations.
3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|--|---------------|-----------|
| 130.1 | Continue to maintain and update information for the transit services inventory. | cont. | 10% |
| 130.2 | Monitor information for update of the RTP. | cont. | 30% |
| 130.3 | Review transit operator agreements and update as necessary. | cont. | 5% |
| 130.4 | Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with. | cont. | 15% |
| 130.5 | Participation on Transit Advisory Board and monitor related transit agencies. | 2017-18 | 15% |
| 130.6 | Transit Asset Management (TAM) Plan coordination. | 2017-18 | 5% |
| 130.7 | Participate in the UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study. | 2017-18 | 5% |
| 130.8 | Gather data for updates to the SRTDP, Coordinated Plan, and other planning documents. | cont. | 15% |
| | | | 100% |

FTE: .32

| 130 Public Transportation | | | |
|----------------------------------|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | 8,792 | MCTC | 76,653 |
| MCTA | | | |
| FHWA-PL | | | |
| FTA-Section 5303 | 67,861 | | |
| STIP - PPM | | | |
| Other | | | |
| Total | 76,653 | Total | 76,653 |

WORK ELEMENT: 140 OTHER MODAL ELEMENTS

Objective

To maintain a continuing, cooperative, and coordinated transportation planning process for the non-motorized, aviation and rail modes consistent with the principles of livable communities.

Discussion

The Commission monitors local, State and Federal requirements impacting local plans for the non-motorized, aviation and rail transportation modes. Information developed is documented in staff reports and included in the Regional Transportation Plan for action.

The Commission has taken many steps in RTP development to ensure safety and capacity issues are addressed on all roads through better planning and design, and using Travel Demand Management approaches to system planning and operations. As a result of these activities, MCTC has met livability/sustainability Planning Emphasis Area objectives.

The Madera County Bicycle and Pedestrian Facilities Plan were updated in 2004 and recommendations from the Plan were incorporated into the 2014 RTP. Continuing staff support to local agencies in the implementation of the Bicycle and Pedestrian Facilities Plan is provided.

The Bicycle and Pedestrian Facilities Plan will be replaced by the new Madera County Regional Active Transportation Plan which will include an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The Plan development began in fiscal year 2016-17 and is scheduled for adoption in late 2017. The Plan will lay the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions.

A Complete Streets Policy Guide will be developed to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift to non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

MCTC partnered with the City of Madera and the Technology Transfer Program at University of California, Berkeley's Institute of Transportation Studies in 2015 to conduct a Pedestrian Safety Assessment at various locations within the City of Madera.

The Commission participated in the Valleywide Intelligent Transportation Systems (ITS) Implementation Committee for the San Joaquin Valley. The ITS plan for the San Joaquin Valley was completed in November 2001. The San Joaquin ITS SDP provides an analysis of needed functional areas, development of a regional ITS architecture, and a recommendation of projects for deployment. Staff continues to participate on the San Joaquin Valley

ITS architecture maintenance team to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs

(included in WE 151). The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). MCTC staff has recommended to the county that the CLUP be updated.

Commission staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the "wye-connection" between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield), Commission staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is fully represented at every step of the process. The 2012 HSR Business Plan funds the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match federal HSR grant funds beginning in 2014. The 2014 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

Previous Work

1. Developed the Madera County 2004 Regional Bicycle Transportation Plan.
2. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
3. Updated information on bicycle and pedestrian facilities and rail planning for inclusion in the 2004, 2007; 2011 and 2014 RTP.
4. San Joaquin Valley ITS Strategic Deployment Plan.
5. Coordinated with the eight Valley MPOs, Caltrans and FHWA to develop an ITS Architecture Maintenance Plan – 2005.
6. Member of the Madera County High Speed Rail Technical Working Group.
7. Incorporated livability/sustainability PEA principles in RTP development.
8. Conducted Pedestrian Safety Assessment with City of Madera.

Product

1. Updated information on bicycle and pedestrian facilities, aviation systems planning (planning only) and rail planning for inclusion in the updates of the RTP.
2. Staff reports on non-motorized, aviation, and rail issues.
3. Complete grant applications for non-motorized, aviation, and rail projects.
4. Participate in updates to the ITS Architecture Maintenance Plan.
5. Madera County Regional Active Transportation Plan.
6. Complete Streets Policy Guide.

Tasks

| | Task Description | Work Schedule | % of Work |
|--------|--|---------------|-----------|
| 140.1 | Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail. | cont. | 10% |
| 140.2 | Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects. | cont. | 5% |
| 140.3 | Review goals, objectives and policies for bicycle and pedestrian, aviation, and rail. Update for inclusion in the RTP as necessary. | cont. | 5% |
| 140.4 | Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements. | cont. | 5% |
| 140.5 | Monitor and participate in the EIR/EIS development process for the California High-Speed Rail system, including proposed alignments and potential maintenance facility locations in Madera County and ensure consistency and compliance with the RTP and other plans and products. | cont. | 5% |
| 140.6 | Represent Madera County on the San Joaquin Valley Rail Committee. | cont. | 5% |
| 140.7 | Coordinate activities to secure funding from the Active Transportation Program. | cont. | 5% |
| 140.8 | Develop Active Transportation Plan including existing bicycle and pedestrian facilities inventory, project list. | 2017-18 | 25% |
| 140.9 | Collect data to support the creation and maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments. | cont. | 15% |
| 140.10 | Develop and maintain Active Transportation website. | cont. | 10% |
| 140.11 | Develop a Complete Streets Policy Guide to support both ATP and SCS implementation. | 2017-18 | 10% |
| | | | 100% |

FTE: .42

| 140 Other Modal Elements | | | |
|---------------------------------|---------|------------------------------|---------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | 23,388 | MCTC | 103,909 |
| MCTA | | Consultant | 100,000 |
| FHWA-PL | 180,521 | | |
| FTA-Section 5303 | | | |
| STIP - PPM | | | |
| Other | | | |
| Total | 203,909 | Total | 203,909 |

DRAFT

WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in development of the Commission's plans, programs, and decision-making process, consistent with Federal transportation legislation requirements. Provide public with information on activities, meetings, planning documents and reports, and to seek input from the public on Commission's planning activities. Special emphasis is placed on public participation from environmental justice communities.

Discussion

The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – SAFETEA-LU placed emphasis on the need for the transportation planning process to provide an adequate opportunity for participation by interested citizens and consult with the Native American Tribal Governments (North Fork Rancheria and the Picayune Rancheria of the Chukchansi Indians). The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users – SAFETEA-LU required an early, proactive, and continuing public involvement in the transportation planning process and allow 45 days for public comment and review. The process should provide complete information, timely public notice, full public access to key decisions, and support early and continuing public involvement in developing plans and programs.

This work element develops the structure for both a formal participation program and exploring alternative methods for providing public information about Commission activities. Improved information access should lead to more public involvement and improved decision making. Early public participation from stakeholders and diverse interests are important and considered in identifying regional transportation problems and issues, and in the development of recommended solutions during project planning and development.

Public hearings, workshops and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, and outreach for special events utilize fliers, mailings, postings, libraries, social centers and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Development Plan; and other regional planning issues. Input received will be incorporated into the work products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

Commission staff developed a county-wide list of low-income, minority, Native American, elderly and disabled organizations to better target traditionally underserved groups (i.e. elderly, disabled, low income and minority, African American, Hispanic, Asian American / Alaskan Native, and Pacific Islander). Additionally, for the Regional Transportation Plan (RTP) update, staff held a specific workshop within the City of Madera to address traditionally underserved communities.

Commission staff also updated the Public Participation Plan (PPP) per Federal requirements. The Plan documents the Commission's procedure to allow for public input in the development of the Commission's plans and programs. The current PPP is on display at the MCTC office and website.

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. elderly, disabled, low income and minority, African American, Hispanic, Asian American, American Indian, / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2004.

Executive Order 12898, Federal Actions to Address Environmental Justice for Minority Populations and Low-Income Populations, mandates that Federal agencies make achieving environmental justice part of their missions. This order requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice. Minority populations are defined in the order as African-American, Hispanic, Asian/Pacific Islander, American Indian and Alaskan Native. Low-income populations are defined in the order as persons whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

Executive Order 13175 requires agencies to consult and coordinate with local Indian Tribal governments. MCTC staff does notify and consult local tribes in Madera County and as needed in the neighboring counties of our planning activities. Tribes in Madera County are invited to participate in MCTC's technical advisory meetings.

Executive Order 13166 states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all Federal agencies identify any need for services to those with limited English proficiency, and develop and implement a system to provide those services so all persons can have meaningful access to services. MCTC takes steps to solicit input from non-English speaking residents of Madera. Public notices and flyers advertising particular public hearings are translated into Spanish, as well as subsequent documentation. When warranted or requested, a Spanish language interpreter is made available for public hearings.

MCTC updated its Public Involvement Procedures (PIP) in preparation for the development of the 2014 RTP consistent with Federal transportation legislation requirements as well as new state requirements related to SB 375. The PIP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PIP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PIP was last updated in May of 2015 to more concisely direct federal public engagement practices.

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and

environmental justice as part of the region's Blueprint process. The Commission has an assigned staff person to serve as a Tribal Liaison.

MCTC, in consultation with its regulatory agency partners, local agencies, stakeholder groups, and the general public, will engage in an update of the Public Participation Procedures that provide requirements and guidelines regarding MCTC interaction with the public during the planning; programming; and monitoring of transportation plans, programs, projects, studies, etc. in preparation for the Madera County 2018 Regional Transportation Plan update.

As a recipient of federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, and will update as necessary.

Previous Work

1. MCTC 2007 Public Participation Plan – SAFETEA-LU Compliant.
2. Documental Tribal government to government relations.
3. Madera Ranchos Planning Project (2008/2009).
4. Fairmead Neighborhood Mobility and Revitalization Strategies (2008/2009).
5. Picayune Rancheria of Chukchansi Indians Development Project (2008/2009)
6. Central Valley Tribal Collaboration Transportation Planning Project (2008/2009)
7. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
8. 2011 MCTC Public Participation Plan, 2012 Update.
9. Participation in the Central Valley Environmental Justice Project.
10. Conducted extensive outreach efforts with environmental justice communities as part of the 2014 RTP and Unmet Transit Needs.
11. Title VI Analysis for the 2014 RTP.
12. Title VI Plan and Limited English Proficiency Plan.

Product

1. MCTC Public Participation Plan.
2. Document Tribal government to government public participation.
3. Title VI Compliance and updates, as necessary.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|--|---------------|-----------|
| 150.1 | Amend as necessary the MCTC Public Participation Plan to comply with Federal and State requirements. | cont. | 25% |
| 150.2 | Evaluate the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. | cont. | 10% |
| 150.3 | Provide Spanish language translations. | cont. | 10% |
| 150.4 | Coordinate, Consult, Collaborate with Tribal governments. | cont. | 10% |
| 150.5 | Implement MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments. | cont. | 10% |
| 150.6 | Develop and implement bicycle and pedestrian safety, education, and encouragement programs. | cont. | 10% |
| 150.7 | Maintain website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings. | cont. | 10% |
| 150.8 | Review CalEPA's EnviroScreenVersion 2.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities. | cont. | 10% |
| 150.9 | Collaborate with the Madera Community College Center to engage student community in outreach and education activities. | cont. | 5% |
| | | | 100% |

FTE: .22

| 150 Public Participation Program | | | |
|---|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | 7,245 | MCTC | 52,161 |
| MCTA | | Public Notices/Brochures | 8,800 |
| FHWA-PL | 55,916 | Translation Services | 2,000 |
| FTA-Section 5303 | | SJV Website | 200 |
| STIP - PPM | | | |
| Other | | | |
| Total | 63,161 | Total | 63,161 |

WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting.

Discussion

The Commission's alternative transportation activities are designed to provide transportation related information to the community in order to promote safety, enhance the quality of life, and protect the environment. Many services and options are available within Madera County that offers alternatives to single occupancy commuting. As our community grows at a steady pace, the selection of transportation modes becomes increasingly important to the quality of life. Among other negative impacts, increased traffic congestion results in increased emissions, loss of productivity, and unpleasant driving conditions.

These activities capture many of the Transportation Control Measure commitments made by the Commission. Through these activities, the Commission hopes to foster a spirit of concern for the environment and gather community support for the selection of alternative modes of transportation. Staff will continue to work with a variety of regional agencies and committees to gain expertise in this area and enhance its alternative transportation activities. Special effort will be made to reach and engage all segments of the community including Native Americans, minorities, low-income groups and community based organizations. Commission staff will continue to address tribal concerns through a consultation process.

Staff will also participate in the operation of the San Joaquin Valley 511 traveler information system in participation with a working group of Valley COGs. MCTC has a board-approved Memorandum of Understanding (MOU) with 7 other San Joaquin Valley transportation planning agencies. The conditions of the MOU are valid for 36 months after which the efficiency and effectiveness of the service will be further evaluated. Staff will work closely with the SJV511 Oversight Committee for the duration of this agreement.

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The CalVans JPA was created to fund, operate and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable transportation between home and work. CalVans operates as a Public Transit Agency.

The "Intercity Passenger Rail Act of 2012" (AB 1779), was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland. Madera County is represented on the SJJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

The San Joaquin Valley Rail Committee (SJVRC) acts as a technical advisory group to the SJJPA Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJJPA Board altered the nature of the SJVRC membership. MPO board members and staff are no longer eligible to be representatives for this group. Commission staff assisted the SJJPA in finding new Madera County representatives for the SJVRC and is committed to assisting these volunteers in the new role in any way possible.

The Central Valley Rail Working Group (CVRWG) was originally composed of four counties – Merced, Stanislaus, San Joaquin, and Sacramento. Since the new push to add early morning passenger rail service from Fresno to Sacramento, elected officials from Madera County as well as MCTC staff have been invited to participate in CVRWG meetings. This group will focus on improved passenger rail service to Sacramento, station improvements along the corridor, and collaborating with the California High Speed Rail Authority.

MCTC is engaged with staffs from the CHSRA, City of Madera, County of Madera, San Joaquin Joint Powers Authority and other relevant stakeholders regarding the potential relocation of the Madera Amtrak station in anticipation of the High Speed Rail systems planned connection to the Amtrak system through this station. Local agencies see the inclusion of Madera into the High Speed Rail's plans has a beneficial opportunity to enhance public health, reduce GHG emissions, provide enhanced multimodal transport to the local region, state and nation and boost economic health of the Madera region.

Commission staff is working with a variety of partners on the development of off-model transportation tools. These tools can be utilized in many planning areas the Commission works within including ridesharing/vanpooling, alternative fuel inventory and access, transportation incentive programs, telecommuting and other traffic demand or control measure. These transportation strategies are not traditionally able to be accounted for in the Commission's technical planning framework however the benefits from these transportation investments and strategies are important and should be conveyed as such in an array of MCTC plans including but not limited to the RTP/SCS, Regional ATP Plan and the Madera Region Short Range Transit Plan.

Commission staff has created a transportation guide which contains information about all transit operators in Madera County including Madera Area Express (MAX), Dial-A-Ride (DAR), Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Escort Service, Eastern Madera County Senior Bus, Yosemite Area Regional Transportation System (YARTS), CalVans, and Amtrak in a way that allows users to see how those systems complement each other and can be used in combination to reach most destinations in Madera County and beyond. Staff will engage in public outreach activities that use the transportation guide to educate residents about all their transit options and encourage mode shift to transit.

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non- attainment for Ozone.

5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.

Product

1. Maintain and update website and develop promotional materials.
2. Update and maintain San Joaquin Valley 511 Traveler Information system.

DRAFT

Tasks

| | Task Description | Work Schedule | % of Work |
|--------|---|---------------|-----------|
| 151.1 | Represent rideshare program as required. | 2017-18 | 10% |
| 151.2 | Provide rideshare promotional materials as required. | 2017-18 | 5% |
| 151.3 | Write TDM articles for MCTC newsletter. | 2017-18 | 5% |
| 151.4 | Develop/print promotional materials. | 2017-18 | 20% |
| 151.5 | Maintain and update TDM activities on MCTC website. | 2017-18 | 15% |
| 151.6 | Participate in operations related to the SJV 511 system. | 2017-18 | 5% |
| 151.7 | Conduct community outreach activities as needed. | 2017-18 | 10% |
| 151.8 | Participate in CalVans joint powers agency. | 2017-18 | 10% |
| 151.9 | Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee and other commuter rail subjects of interest to the Madera region as needed. | 2017-18 | 10% |
| 151.10 | Transportation Guide related updates and outreach. | cont. | 5% |
| 151.11 | Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers. | 2017-18 | 5% |
| | | | 100% |

FTE: .17

| 151 Alternative Transportation Activities | | | |
|--|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | 40,881 | MCTC | 40,881 |
| MCTA | | | |
| FHWA-PL | | | |
| FTA-Section 5303 | | | |
| STIP - PPM | | | |
| Other | | | |
| Total | 40,881 | Total | 40,881 |

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM

Objective

To identify transportation improvements proposed for implementation within the four year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements.

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (TIPs). TIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and TIP. The TIP is a short-range, four year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional TIP to the Federal STIP by Caltrans following an air quality conformity finding by Madera County Transportation Commission as the recognized Metropolitan Planning Organization (transportation planning agency). Work on the 2019 FTIP will be completed during Fiscal Year 2017/2018 with adoption in July-August 2018.

State legislation (Senate Bill 45) restructured the STIP development process and places increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available on the basis of a 75%/25% county minimum and Caltrans split. The “local share” is apportioned to the county based upon the old “county minimums” formula. The “local share” is now programmed by the Madera County Transportation Commission pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, the Commission is responsible for Federal funding programs: the Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC’s control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal transportation legislation. The Commission is eligible to exchange its RSTP funds for State funds.

Assembly Bill 1012 was enacted into law during February of 1999 in an effort to speed up the delivery of RSTP, CMAQ, and TEA projects. The legislation establishes “Program Delivery Advisory” teams representing State, Regional and Local Transportation Officials. The team’s main goal is to assist in the expeditious delivery of transportation projects and to expedite the use of the large cash balance in the State Highway Account. One of the main objectives of the project delivery teams was to seek ways in which to integrate environmental reviews more extensively into the transportation planning process. The Caltrans’ Environmental Review team and local agencies are investigating ways in which to coordinate activities with resources and permit agencies; to establish increased use of environmental inventories to identify sensitive areas; and improve analytical tools in order to speed up deliver of projects.

The legislation also provides that funds apportioned for Federal transportation programs shall remain available for three Federal fiscal years. The funds are subject to a “use it or lose it” legal requirements. The Commission in conjunction with its member agencies will be responsible for establishing project delivery and obligation authority milestones through preparation of AB 1012 Obligation Plans. These Plans will be prepared utilizing the recommended Caltrans format and will indicate on a monthly basis the amounts of Federal funds anticipated to be obligated.

The State Department of Transportation (Caltrans) in cooperation with State Metropolitan Planning Organizations has developed the California Transportation Improvement Program System (CTIPS). CTIPS is a project programming database that enables secure electronic information sharing between Caltrans and MPOs. The CTIPS project, funded by Caltrans, was initiated several years ago by the Data Base Users Group (DBUG), a joint Caltrans-MPO transportation information and programming group. It was determined that State and regional transportation planning and programming areas should be supported with the best available information and databases. CTIPS has resulted in enhanced State and regional decision making capabilities.

Previous Work

1. Exchanged RSTP and programmed TEA funds.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP)
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program in order to track regional obligation progress in meeting AB 1012 requirements.
6. Entered into MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous and 2017 Madera County FTIP and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Annual Listing of Obligated Projects: 2002-2016.

Product

1. Prepare 2019 FTIP and Air Quality Conformity Analysis for MCTC adoption in July-August 2018.
2. Amendments to the 2017 FTIP and Air Quality Conformity Analysis.
3. Coordinate FTIP Amendments with any Amendments to RTIP.
4. Staff analysis of project funding available to Madera County.
5. RSTP / CMAQ / TEA Appropriation Process.
6. Prepare local Obligation Plans for CMAQ per AB 1012 requirements.
7. Prepare and publish the Annual Listing of Obligated Projects.
8. Submit CMAQ Annual Obligation report.
9. Additional STIP revisions.

Tasks

| | Task Description | Work Schedule | % of Work |
|--------|--|----------------------|-----------|
| 200.1 | Review California Transportation Commission Fund Estimates and policies. | cont. | 1% |
| 200.2 | Review Caltrans proposed IIP and solicit local agency input. | cont. | 1% |
| 200.3 | Prepare Federal Transportation Improvement Program Amendments and Conformity Analysis (as necessary) for submittal to Caltrans, the Federal Transit Administration, and the Federal Highways Administration. | Jul-17 – June-18 | 38% |
| 200.4 | Begin preparation of 2019 Federal Transportation Improvement Program and corresponding Conformity Analysis. | January 18 – June 18 | 35% |
| 200.5 | Coordination of Federal Transportation Improvement Program with Regional Transportation Improvement Program. | July 17 – June 18 | 5% |
| 200.6 | Prepare, submit, and upload various CMAQ Reports. | July 17 – June 18 | 10% |
| 200.7 | Prepare and submit AB 1012 report. | cont. | 5% |
| 200.8 | Participate in the Statewide Data Base Users Group. Program Regional TIP information utilizing the CTIPS. | cont. | 1% |
| 200.9 | Prepare Annual Listing of Obligated Projects. | Dec-17 | 3% |
| 200.10 | Evaluate Strategic Growth Council’s Affordable Housing and Sustainable Communities Program for applicability and implementation in Madera County. | July 17 – June-18 | 1% |
| | | | 100% |

FTE: .70

| 200 Transportation Program Development | | | |
|---|----------------|------------------------------|----------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 154,917 |
| MCTA | | | |
| FHWA-PL | 137,148 | | |
| FTA-Section 5303 | | | |
| STIP - PPM | 17,769 | | |
| Other | | | |
| Total | 154,917 | Total | 154,917 |

WORK ELEMENT: 901 LOCAL TRANSPORTATION FUNDS ADMINISTRATION

Objective

To administer the Local Transportation Fund and State Transit Assistance Fund pursuant to the California Transportation Development Act (TDA).

Discussion

The Madera County Transportation Commission, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services transportation, and streets and roads projects. The Commission's responsibility is to ensure the funds are apportioned, allocated, and expended in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation and monitors related legislative activity.

Commission staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2018/19 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

Previous Work

1. Records of LTF/STA apportionment, allocations and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2011 Triennial Performance Audit.
6. 2014 Triennial Performance Audit.

Product

1. LTF/STA finding of apportionment, allocations and claims.
2. LTF/STA fiscal audits.
3. Social Services Transportation Advisory Council meetings as required.
4. Unmet Transit Needs Hearing and staff report.
5. Documentation of FY 2018/19 Unmet Needs Process.
6. 2017 Triennial Performance Audit.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|---|-----------------|-----------|
| 901.1 | Prepare finding of apportionment for LTF/STA and make allocations. | May-18 | 2% |
| 901.2 | Review and Process LTF/STA claims – review for conformance with applicable TDA law, the RTP, and SRTDP. | cont. | 20% |
| 901.3 | Prepare LTF/STA financial reports | Dec-17 | 15% |
| 901.4 | Triennial Performance Audit | Dec 17 – Feb 18 | 15% |
| 901.5 | Conduct meeting of the SSTAC | March – May-18 | 5% |
| 901.6 | Conduct Unmet Transit Needs hearing | Apr-18 | 5% |
| 901.7 | Prepare Unmet Transit Needs staff report | Apr-18 | 20% |
| 901.8 | Maintain appropriate financial activity records | cont. | 5% |
| 901.9 | Contract for appropriate fiscal audits | Aug-17 | 13% |
| | | | 100% |

FTE: .35

| 901 Local Transportation Funds Administration | | | |
|--|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | 96,943 | MCTC | 52,943 |
| MCTA | | Audits | 11,000 |
| FHWA-PL | | Translation Services | 2,000 |
| FTA-Section 5303 | | Public Notices | 1,000 |
| STIP - PPM | | Triennial Performance Audit | 30,000 |
| Other | | | |
| Total | 96,943 | Total | 96,943 |

WORK ELEMENT: 902 OVERALL WORK PROGRAM

Objective

To develop an Overall Work Program and Budget consistent with State and Federal funding priorities and responsive to local agency needs.

Discussion

The Overall Work Program is prepared by Commission staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the Commission and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and Commission line item budget.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2018-19 MCTC Overall Work Program and Budget.
2. Compliance Certifications.
3. Quarterly Reports.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|--|-----------------|-----------|
| 902.1 | Initiate OWP development process/review IPG and State OWP guidelines | Nov-17 | 10% |
| 902.2 | Identify local project needs through public input | Oct-May-17-18 | 5% |
| 902.3 | Develop Quarterly Reports | cont. | 13% |
| 902.4 | Circulate Draft OWP and Budget for public and agency review | Feb-18 | 50% |
| 902.5 | Prepare Indirect Cost Allocation for Commission and submit to Caltrans | July-17 | 10% |
| 902.6 | Prepare compliance certifications. Certifications of Planning Process, Restrictions on Lobbying, and FTA Certifications and Assurances | Feb-June-18 | 5% |
| 902.7 | Adopt OWP and process State & Regional Planning Assistance agreement | May-18 | 2% |
| 902.8 | Continually monitor fiscal resources, and maintain sufficient reserves to ensure provision of stable services on a year to year basis | July 17-June 18 | 5% |
| | | | 100% |

FTE: .21

| 902 Overall Work Program & Budget | | | |
|--|---------------|------------------------------|---------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 40,182 |
| MCTA | | | |
| FHWA-PL | 35,573 | | |
| FTA-Section 5303 | | | |
| STIP - PPM | 4,609 | | |
| Other | | | |
| Total | 40,182 | Total | 40,182 |

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events.

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events. To provide Policy Board members a stipend and travel for attendance of Policy Board meetings.

To provide funding for annual Valley Voice advocacy trips to Sacramento and Washington, D.C. Staff represents MCTC on the San Joaquin Valley Legislative Affairs Committee (VLAC).

Previous Work

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference.
3. Stipend and Travel.
4. Participated in meetings and activities of the Valley Legislative Affairs Committee.

Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. CALCOG Conference and meetings.
3. Stipend and Travel.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|--|-----------------|-----------|
| 907.1 | Valley Voice Program – Washington, D.C. and Sacramento | Sep-17 / Mar-18 | 25% |
| 907.2 | Valley Legislative Affairs Committee | Ongoing | 10% |
| 907.3 | Stipend and Travel | Ongoing | 35% |
| 907.4 | CALCOG Conference and meetings | April | 10% |
| 907.5 | CALCOG Annual Fees | June-18 | 20% |
| | | | 100% |

FTE: .07

| 907 Board Costs and Other Expenses | | | |
|---|--------|------------------------------|--------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | 15,726 | MCTC | 13,226 |
| MCTA | | Board Ex/Other Costs | 22,500 |
| FHWA-PL | | | |
| FTA-Section 5303 | | | |
| STIP - PPM | | | |
| Other-Member Assessment | 20,000 | | |
| Total | 35,726 | Total | 35,726 |

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WORK ELEMENT: 910 MCTA ADMINISTRATION

Objective

To provide effective administrative and fiscal support to the Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The Madera County Transportation Authority was formed in 2007 (approved by Madera County voters in November 2006) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in Measure "T". The Authority contracts with the Commission for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The Commission Executive Director also serves as the Authority's Executive Director and performs all staff administrative functions required to support the activities of the Authority.

The Authority produces an annual report of Measure T activities, which is widely distributed to the public and other interested stakeholders by mail and posted on the MCTA website.

The Authority also provides staffing for the Measure T Citizens' Oversight Committee, an appointed body of community representatives that provide independent review and oversight of Authority compliance audits. The Committee issues an Annual Report to the Public summarizing Authority audit findings and recommendations presented to the Authority board.

Previous Work

1. Meeting of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. MCTA Policies and Procedures.
4. Organization and administration of Citizens' Oversight Committee.
5. Planning, Programming and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits (approx. \$10,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.
5. Annual Work Program.
6. Administration of Citizens' Oversight Committee.
7. Planning, Programming and Monitoring of Measure "T" projects.
8. Financial assistance and cash flow analysis
9. Publication of Measure T Annual Report.

Tasks

| | Task Description | Work Schedule | % of Work |
|-------|--|---------------|-----------|
| 910.1 | Conduct MCTA and TAC meetings | cont. | 10% |
| 910.2 | Prepare MCTA Budget | May-18 | 5% |
| 910.3 | Maintain MCTA financial records | cont. | 20% |
| 910.4 | Review and process project claims | cont. | 10% |
| 910.5 | Prepare Annual Work Program | June-18 | 20% |
| 910.6 | Administration of Citizens' Oversight Committee | cont. | 10% |
| 910.7 | Conduct Fiscal Audit | Oct-17 | 10% |
| 910.8 | Planning, programming and monitoring of Measure "T" projects | cont. | 10% |
| 910.9 | Attend Conferences, including Focus on the Future | cont. | 5% |
| | | | 100% |

FTE: .37

| 910 MCTA Administration | | | |
|--------------------------------|----------------|---|----------------|
| <i>Revenue by Source</i> | | <i>Expenditure by Agency</i> | |
| LTF | | MCTC | 64,611 |
| MCTA Admin & Planning | 111,611 | Financial Assistance; Audits; Annual Report | 39,000 |
| FHWA-PL | | MCTA Conf/Travel/Other Costs | 8,000 |
| FTA-Section 5303 | | | |
| STIP - PPM | | | |
| Other | | | |
| Total | 111,611 | Total | 111,611 |

APPENDICES

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APPENDIX A – Revenue Expenditure Spreadsheet

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**Overall Work Program
FY 2017-18**

| | | | | Available by Revenue Source | | | | | | | | Total | |
|------------------------------|------------------|----------------|------------------|-----------------------------|---------------|-----|----------------|----------------|----------------|-------------------|---------------|---------------|--------------------|
| | MCTC | Other | Total | MCTC Assessment | Member | LTF | MCTA | STIP PPM | FHWA PL (021) | FHWA PL Carryover | FTA 5303 | | FTA 5303 Carryover |
| Carryover Prior Years | | | | 620,000 | 4,745 | | 50,000 | 0 | 0 | 800,000 | | 22,000 | 1,496,745 |
| Current Year Allocation | | | | 185,955 | 15,255 | | 108,000 | 121,000 | 602,134 | 0 | 52,163 | 0 | 1,084,507 |
| Carryover | | | | (568,309) | | | (46,389) | (1,369) | | (323,326) | | (6,302) | (945,695) |
| Total Available Funds | 1,116,557 | 519,000 | 1,635,557 | 237,646 | 20,000 | | 111,611 | 119,631 | 602,134 | 476,674 | 52,163 | 15,698 | 1,635,557 |

| 2/14/2017 12:22 Work Element Description | Expenditures by Agency | | | Expenditures by Revenue Source | | | | FHWA PL (021) | FHWA PL Carryover | FTA 5303 | FTA 5303 Carryover | Total | |
|--|------------------------|----------------|------------------|--------------------------------|-------------------|------|----------------|----------------|-------------------|----------------|--------------------|---------------|------------------|
| | MCTC | Other | Total | MCTC LTF | Member Assessment | MCTA | STIP PPM | | | | | | |
| 100 Regional Transportation Plan | 179,463 | 210,000 | 389,463 | 44,671 | | | 0 | 88,940 | 255,852 | 52,163 | 15,698 | 389,463 | |
| 110 Regional Planning Database | 29,861 | | 29,861 | 0 | | | 3,425 | 26,436 | | | | 29,861 | |
| 111 Traffic Monitoring Program | 7,542 | 10,000 | 17,542 | 0 | | | 2,012 | 6,677 | 8,853 | | | 17,542 | |
| 112 Regional Transportation Modeling | 88,742 | 54,500 | 143,242 | 0 | | | 16,430 | 78,563 | 48,249 | | | 143,242 | |
| 113 Air Quality Transportation Planning | 77,406 | 10,000 | 87,406 | 0 | | | 10,025 | 68,528 | 8,853 | | | 87,406 | |
| 120 Goods Movement & Highways Planning | 78,895 | 10,000 | 88,895 | 0 | | | 10,196 | 69,846 | 8,853 | | | 88,895 | |
| 122 Project Coordination & Financial Programming | 55,165 | | 55,165 | 0 | | | 55,165 | 0 | | | | 55,165 | |
| 130 Public Transportation | 76,653 | | 76,653 | 8,792 | | | 0 0 0 | 0 | | | | 76,653 | |
| 140 Other Modal Elements | 103,909 | 100,000 | 203,909 | 23,388 | | | 0 | 44,245 | 136,276 | | | 203,909 | |
| 150 Public Participation Program | 52,161 | 11,000 | 63,161 | 7,245 | | | 17,769 | 46,178 | 9,738 | | | 63,161 | |
| 151 Alternative Transportation Activities | 40,881 | | 40,881 | 40,881 | | | 0 | 0 | | | | 40,881 | |
| 200 Transportation Program Development | 154,917 | | 154,917 | 0 | | | 4,609 | 137,148 | | | | 154,917 | |
| 901 Transportation Funds Administration | 52,943 | 44,000 | 96,943 | 96,943 | | | 0 | 0 | | | | 96,943 | |
| 902 OWP & Budget | 40,182 | | 40,182 | 0 | | | 0 | 35,573 | | | | 40,182 | |
| 907 Board Cost & Other Expenses | 13,226 | 22,500 | 35,726 | 15,726 | | | 0 | 0 | | | | 35,726 | |
| 910 MCTA Administration | 64,611 | 47,000 | 111,611 | 0 | | | 0 | 0 | | | | 111,611 | |
| Total Expenditures | 1,116,557 | 519,000 | 1,635,557 | 237,646 | 20,000 | | 111,611 | 119,631 | 602,134 | 476,674 | 52,163 | 15,698 | 1,635,557 |

1,078,808 67,861

TOLL CREDITS (Non-cash match)

APPENDIX B – OWP BUDGET

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Madera County Transportation Commission

Line Item Budget 14-Feb-17

| Revenues | 16-17 Final | 17-18 Budget | Difference | % Diff |
|---------------------------------|--------------------|--------------------|--------------------|------------|
| FHWA PL | \$602,134 | \$602,134 | \$0 | 0% |
| FHWA PL Carryover | \$349,917 | \$476,674 | \$126,757 | 36% |
| FTA 5303 | \$52,163 | \$52,163 | \$0 | 0% |
| FTA 5303 Carryover | \$9,131 | \$15,698 | \$6,567 | 72% |
| STIP Carryover | \$500 | \$0 | (\$500) | -100% |
| STIP Planning | \$120,764 | \$119,631 | (\$1,133) | -1% |
| SGC Sustainable Community Grant | \$299,355 | \$0 | (\$299,355) | -100% |
| TDA Carryover | \$18,570 | \$51,691 | \$33,121 | 178% |
| TDA Administration | \$70,000 | \$70,000 | \$0 | 0% |
| TDA Planning | \$118,715 | \$115,955 | (\$2,760) | -2% |
| Member Assessment Fees | \$16,000 | \$20,000 | \$4,000 | 25% |
| MCTA Carryover | \$13,349 | \$0 | (\$13,349) | -100% |
| MCTA | \$107,000 | \$111,611 | \$4,611 | 4% |
| Other | \$5,647 | \$0 | (\$5,647) | -100% |
| Total Revenues | \$1,783,245 | \$1,635,557 | (\$147,688) | -8% |

Non-cash information

| | | | | |
|---------------------|-----|-----|-----|----|
| Toll Credits (PL) | \$0 | \$0 | \$0 | 0% |
| Toll Credits (5303) | \$0 | \$0 | \$0 | 0% |

| Expenses | 16-17 Final | 17-18 Budget | Difference | % Diff |
|---|--------------------|--------------------|--------------------|-------------|
| Salaries & Benefits | | | | |
| Salaries | \$577,688 | \$619,948 | \$42,260 | 7% |
| ICMA 401(a) | \$84,853 | \$91,192 | \$6,339 | 7% |
| FICA, Employer | \$35,817 | \$38,435 | \$2,618 | 7% |
| Medicare | \$8,376 | \$8,989 | \$613 | 7% |
| Worker's Compensation | \$4,333 | \$4,587 | \$254 | 6% |
| Health | \$133,767 | \$153,738 | \$19,971 | 15% |
| Unemployment Insurance | \$1,764 | \$1,568 | (\$196) | -11% |
| Subtotal Salaries & Benefits | \$846,598 | \$918,457 | \$71,859 | 8% |
| Indirect Costs | | | | |
| Advertising/Publications | \$2,000 | \$2,000 | \$0 | 0% |
| Auto & Cell Allowance | \$4,200 | \$4,200 | \$0 | 0% |
| Computer software | \$1,500 | \$1,500 | \$0 | 0% |
| Conference/Training/Educat | \$10,000 | \$10,000 | \$0 | 0% |
| Equipment Leases | \$13,500 | \$13,500 | \$0 | 0% |
| Bldg/Equip. Maint. & Repairs | \$6,000 | \$6,000 | \$0 | 0% |
| Insurance | \$1,000 | \$1,000 | \$0 | 0% |
| Janitorial Services | \$4,800 | \$4,800 | \$0 | 0% |
| Legal Services | \$15,000 | \$15,000 | \$0 | 0% |
| MCTC Audit | \$21,000 | \$22,000 | \$1,000 | 5% |
| Membership Fees | \$3,500 | \$3,500 | \$0 | 0% |
| Miscellaneous | \$3,500 | \$3,500 | \$0 | 0% |
| Office Furniture | \$1,000 | \$1,000 | \$0 | 0% |
| Office Supplies | \$6,000 | \$6,000 | \$0 | 0% |
| Postage | \$1,000 | \$1,000 | \$0 | 0% |
| Rent | \$69,000 | \$70,000 | \$1,000 | 1% |
| Technology Related Equipment | \$9,400 | \$5,000 | (\$4,400) | -47% |
| Telephone/Internet | \$7,600 | \$7,600 | \$0 | 0% |
| Travel Expenses | \$8,000 | \$8,000 | \$0 | 0% |
| Utilities | \$7,000 | \$7,000 | \$0 | 0% |
| Valley Coordination | \$0 | \$5,500 | \$5,500 | 0% |
| Subtotal Indirect Costs | \$195,000 | \$198,100 | \$3,100 | 2% |
| Other Direct Costs | | | | |
| Active Transportation Plan (Consultant) | \$130,000 | \$100,000 | (\$30,000) | -23% |
| Air Quality (Consultant) | \$0 | \$10,000 | \$10,000 | 0% |
| Board Costs and Other Costs | \$28,147 | \$22,500 | (\$5,647) | -20% |
| MCTA Conference(s)/Travel | \$4,000 | \$4,000 | \$0 | 0% |
| MCTA Fin Asst/Audits/Annual Report | \$24,000 | \$24,000 | \$0 | 0% |
| MCTA Project Development | \$15,000 | \$15,000 | \$0 | 0% |
| MCTC TDA Audits | \$11,000 | \$11,000 | \$0 | 0% |
| Origin/Destination Study | \$25,000 | \$10,000 | (\$15,000) | -60% |
| Other MCTA Costs | \$4,000 | \$4,000 | \$0 | 0% |
| Planning Grant Match | \$10,000 | \$0 | (\$10,000) | -100% |
| Public Participation Program | \$10,000 | \$10,000 | \$0 | 0% |
| RTP EIR | \$70,000 | \$80,000 | \$10,000 | 14% |
| RTP/SCS Development | \$31,000 | \$130,000 | \$99,000 | 319% |
| SGC Planning Grant Consultants | \$296,000 | \$0 | (\$296,000) | -100% |
| Technical/Modeling On-Call Services | \$50,000 | \$50,000 | \$0 | 0% |
| Traffic Model & GIS Support | \$4,500 | \$4,500 | \$0 | 0% |
| Traffic Monitoring Program | \$10,000 | \$10,000 | \$0 | 0% |
| Translation Services | \$4,000 | \$4,000 | \$0 | 0% |
| Triennial Performance Audit | \$0 | \$30,000 | \$30,000 | 0% |
| Valley Coordination Participation | \$15,000 | \$0 | (\$15,000) | -100% |
| Subtotal Other Direct Costs | \$741,647 | \$519,000 | (\$222,647) | -30% |
| Total Expenses | \$1,783,245 | \$1,635,557 | (\$147,688) | -8% |

APPENDIX C – CERTIFICATIONS AND ASSURANCES

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APPENDIX D – CERTIFICATION OF RESTRICTIONS ON LOBBYING

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APPENDIX E – PLANNING FUNDS – ELIGIBLE USES

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Sample Eligible and Ineligible Regional Transportation Planning Activities

As the name indicates, transportation planning funds (FHWA PL and FTA Section 5303) are to be used for activities associated with the Metropolitan planning process (23 CFR 450). A wide variety of regional transportation planning activities are eligible for transportation planning funds. This list is illustrative, not inclusive.

Eligible Activities include, but not limited to:

- Participate in Federal and State Clean Air Act transportation related air quality planning activities.
- Identify and analyze issues relating to integration of regional transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.
- Develop and/or modify tools that allow for better assessment of regional transportation impacts on community livability.
- Consider alternative growth scenarios that provide information on compact development and related infrastructure needs and costs as it relates to regional transportation planning.
- Involve the public in the regional transportation planning process.
- Establish and maintain formal consultation with Native American Tribal Governments enabling their participation in local and state transportation planning and programming activities.
- Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs.
- Define solutions in terms of the regional multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources).
- Assess the operational and physical continuity of the regional transportation system components within and between metropolitan and rural areas, and interconnections to and through regions.
- Identify the right of way for future transportation projects, including unused right of way needed for future transportation corridors and facilities
- Investigate methods to reduce vehicle travel and to expand and enhance travel services.
- Incorporate transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in regional transportation plans and programs where appropriate.
- Conduct regional transit needs assessments and prepare transit development plans and transit marketing plans as appropriate.
- Consider airport ground access transportation and transportation to ports, recreational areas and other major trip-generating sites in planning studies as appropriate.
- Develop life cycle cost analyses for all proposed transportation projects and services, and for transportation rehabilitation, operational and maintenance activities.
- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.
- Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion.
- Create, strengthen, and use partnerships to facilitate and conduct regional transportation planning activities among California Department of Transportation (Department), MPOs, RTPAs,

Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.

- Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of regional transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.
- Utilize techniques that assist in community-based development of innovative regional transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.
- Use partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information on the regional, inter- regional, and state highway system.
- Ensure that projects developed at the regional level (not project specific) are compatible with statewide and interregional transportation needs.
- Review the regional project ranking process and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered.
- Develop joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
- Identify and address regional transportation issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
- Conduct planning activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the Federal Transportation Improvement Program (FTIP).
- Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.
- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

- Regional Transportation Plans (RTP)
- Transportation Improvement Programs (TIP)
- RTP and TIP environmental compliance
- Overall Work Programs (OWP) and Amendments
- Overall Work Program Agreements (OWPA) and Amendments
- Master Fund Transfer Agreements (MFTA)
- Corridor studies

Ineligible Activities include, but not limited to:

- Non-planning related TDA administration such as fulfilling TDA auditing requirements, processing TDA invoices and fund reports, TDA allocation and claims process, etc. (planning related activities such as unmet transit needs assessment are eligible if they support the regional transportation planning process and RTP).
- Non-planning related transit administration for 5310, 5311, JARC, New Freedom, etc. including application development and assistance (review of 5310 applications and programming of funds as it relates to the TIP process are eligible planning activities).
- RHNA Process (portions may be eligible, but not the RHNA process as a stand- alone task)
- Project development documents such as Project Initiation Documents and Project Study Reports.
- Review of project level EIRs is only eligible if it is to ensure consistency and compliance with the MPOs/RTPAs RTPs and other regional transportation planning plans and products.
- Implementation of a study or plan.
- Project Delivery activities.
- City or county level transportation studies unless it is regionally significant or has a direct effect on the highway/transit system.
- Lobbying
- Project design, engineering, and construction.
- If you using toll credits as local match, MPOs' OWP administrative work element must be funded with an additional funding source. This is due to the OWP containing ineligible work elements (not funded with CPG), and other funding sources being managed through the OWP.
- Association membership dues and staff time attending CALCOG, NARC, AMPO, NSSR, etc. if planning activities are not segregated.

APPENDIX F – RESOLUTION

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APPENDIX G – FEDERAL PLANNING EMPHASIS AREAS

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| Federal Planning Emphasis Areas | MAP-21 Implementation | Regional Models of Cooperation | Ladders of Opportunity |
|---|-----------------------|--------------------------------|------------------------|
| Work Element | | | |
| 100 RTP & EIR | *** | *** | *** |
| 110 Regional Planning Database | *** | *** | *** |
| 111 Traffic Monitoring Program | *** | *** | *** |
| 112 Regional Transportation Modeling | *** | *** | *** |
| 113 Air Quality Transportation Planning | *** | *** | *** |
| 120 Goods Movement & Hwy Planning | *** | *** | *** |
| 122 Project Coord. & Financial Programming | *** | *** | *** |
| 130 Public Transportation | *** | *** | *** |
| 140 Other Modal Elements | *** | *** | *** |
| 150 Public Participation Program | *** | *** | *** |
| 151 Alternative Transportation Activities | *** | *** | *** |
| 200 Transp. Program Development | *** | *** | *** |
| 901 Local Transportation Funds Administration | | | |
| 902 Overall Work Program & Budget | | | |
| 910 MCTA Administration | *** | *** | *** |

APPENDIX H – CALIFORNIA PLANNING EMPHASIS AREAS

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| Planning Emphasis Areas | Core Planning Functions | Performance Management | State of Good Repair |
|--|-------------------------|------------------------|----------------------|
| Work Element | | | |
| 100 RTP & EIR | *** | *** | *** |
| 110 Regional Planning Database | *** | *** | *** |
| 111 Traffic Monitoring Program | *** | *** | *** |
| 112 Regional Transportation Modeling | *** | *** | *** |
| 113 Air Quality Transportation Planning | *** | *** | *** |
| 120 Goods Movement & Highway Planning | *** | *** | *** |
| 122 Project Coordination and Financial Programming | *** | *** | *** |
| 130 Public Transportation | *** | *** | *** |
| 140 Other Modal Elements | *** | *** | *** |
| 150 Public Participation Program | *** | *** | *** |
| 151 Alternative Transportation Activities | *** | *** | *** |
| 200 Transportation Program Development | *** | *** | *** |
| 901 Local Transportation Funds Administration | *** | | |
| 902 Overall Work Program & Budget | *** | *** | *** |
| 910 MCTA Administration | | | |

APPENDIX I – OTHER PLANNING ACTIVITIES

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ATTACHMENT A
MADERA COUNTY TRANSPORTATION COMMISSION
OTHER PLANNING ACTIVITIES WITHIN THE REGION
FY 2017 - 2018

Informational Element Matrix

The following is a list of planning activities for which Caltrans is involved in for within the MPO metropolitan planning area.

| Activity Description | MPO Work Element Number | Funding Type | Product(s) | Work Performed By | Due Date | FSTIP Prgmng. |
|--|-------------------------|--------------|--|---|-----------|---------------|
| Caltrans work elements for OWP, progress reports, reimbursement and monitoring IGR/local development reviews | N/A | FED/STATE | OWP Management | Caltrans | On-going | No |
| Update Various System Planning Documents | N/A | STATE | Recommended mitigation for development impacts on State facilities | Caltrans | On-going | No |
| Valley-wide GIS | N/A | STATE | Various System Planning Documents | Caltrans | On-going | No |
| California Transportation Plan | N/A | FED/STATE | Coordinate Integration of Valley-wide GIS into Caltrans GIS | Caltrans | Completed | No |
| Bicycle Guide | N/A | STATE | California Transportation Plan (CTP) 2040- approved June 2016- Final The CTP will assess how MPO's RTP/Sustainable Communities Strategies will influence the Statewide Multimodal transportation system. | Caltrans | Completed | No |
| Tribal Coordination | N/A | FED/STATE | Current State Highway Bicycle Guide | Caltrans, Tribal Governments | On-going | No |
| Route 99 Corridor Enhancement Master Plan | N/A | STATE | Consultation & coordination with North Fork Rancheria and Picayune Rancheria of Chukchansi Indians | Caltrans-Districts 6&10 Kern, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin | On-going | No |
| State Route (SR) 41 Corridor Preservation Analysis (various locations) | N/A | STATE | Updated Enhancement Master Plan with beautification project listing and new ongoing Advisory Committee. | Caltrans | On-going | No |
| Mass Transit-County of Madera, City of Chowchilla, Consultant | N/A | FED/STATE | Ultimate Freeway and Interchange Footprints | Caltrans/Madera | On-going | No |
| MCTC RTP/SCS | N/A | FED/STATE | Coordinate & Administer 5311, CMAQ, Capital, STIP programs w/local agencies to enhance the use of public transportation system in city and rural areas | Caltrans/MCTC | 2018 | No |

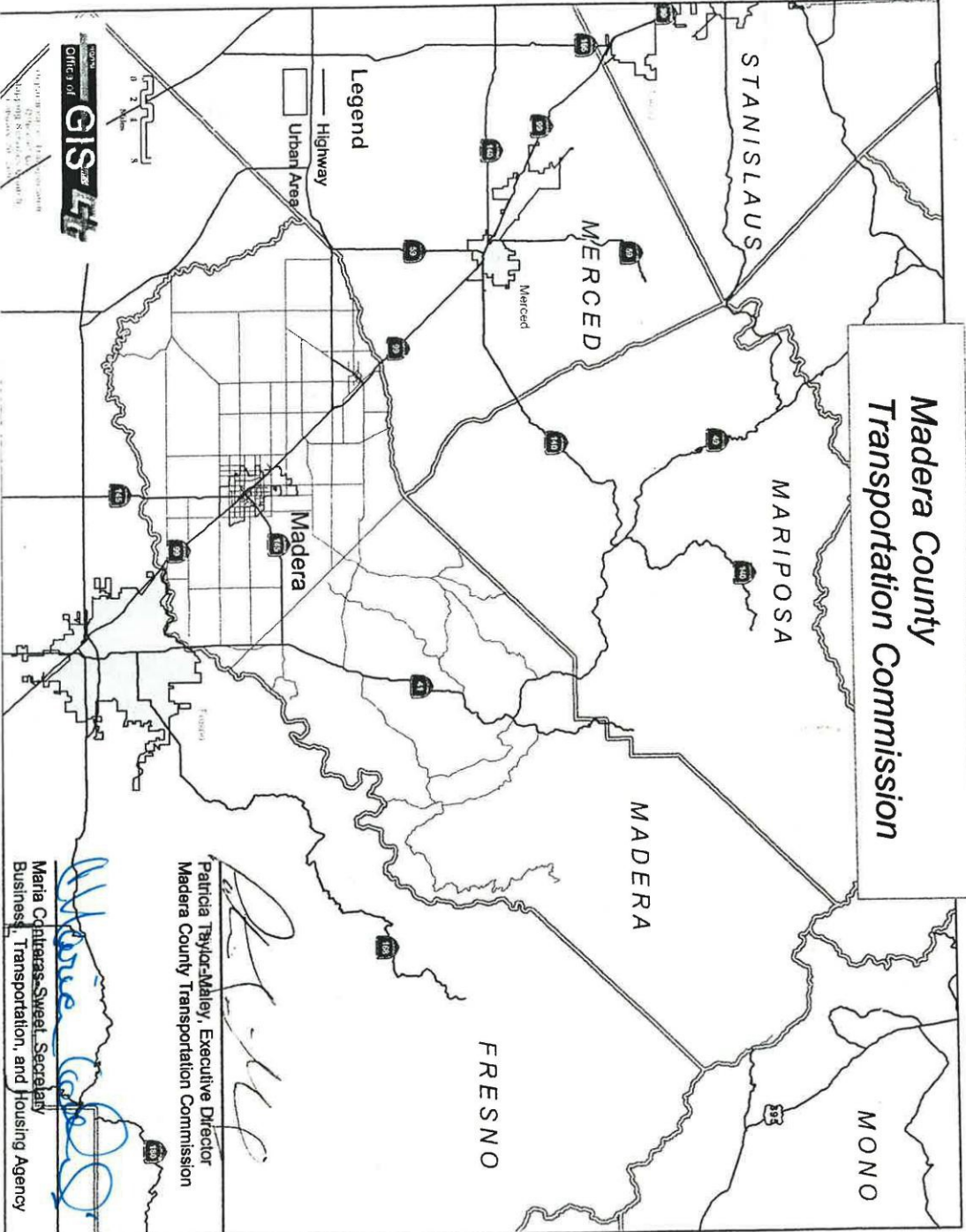
| Activity Description | MPO Work Element Number | Funding Type | Product(s) | Work Performed By | Due Date | FSTIP Prgmng. |
|-----------------------------------|--------------------------------|---------------------|--------------------------------------|--|-----------------|----------------------|
| Other Planning Efforts | N/A | FED/STATE | SHP2 Lead Adopter Incentive grant | Madera, Kings, Fresno, and Kern | On-going | No |
| Goods Movement & Highway Planning | 120 | STATE | San Joaquin Valley I-5 Good Movement | Madera, Fresno, Tulare Kern, Kings, Merced San Joaquin, Stanislaus | June 2017 | No |

DRAFT

APPENDIX J – MPO PLANNING BOUNDARY

DRAFT

Madera County Transportation Commission



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Patricia Tsylo-Maley, Executive Director
Madera County Transportation Commission

Maria Calafaras-Sweel
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Business, Transportation, and Housing Agency

APPENDIX K – PUBLIC PARTICIPATION OUTREACH CHART

DRAFT

**Madera County Transportation Commission
Public Engagement 2017-18***

| | OWP (Budget) | RTP/SCS | RTP/SCS Amendment | RTP/SCS EIR | RTIP | FTIP | TIP Amendment | Unmet Transit Needs | AQ Conformity | Special Studies |
|-----------------------------------|--------------|---------|-------------------|-------------|------|------|---------------|---------------------|---------------|-----------------|
| Document Process Inception | | | | | | | | | | |
| Display Ads | | X | | | | | | X | | X |
| Direct Mail | | X | | | | | | X | | X |
| E-Mail | | X | | | | | | X | | X |
| Website | | X | | | | | | X | | X |
| Social Media | | X | | | | | | X | | X |
| Press Release | | X | | | | | | X | | X |
| Public Meeting | X | X | | | | | | X | | |
| Public Workshop | | X | | | | | | X | | X |
| Draft Document Process | | | | | | | | | | |
| Display Ads | | X | | | | | | X | | X |
| Direct Mail | | X | | | | | | X | | X |
| E-Mail | | X | | | | X | X | X | | X |
| Website | X | X | | | | X | X | X | | X |
| Social Media | | X | | | | | | X | | X |
| Press Release | | X | | | | | | X | | X |
| Public Meeting | X | | | | | | | X | X | X |
| Public Workshop | | | | | | | | X | | |
| Final Document Process | | | | | | | | | | |
| Display Ads | | | | | | | | X | X | X |
| Direct Mail | | | | | | X | X | X | X | X |
| E-Mail | | | | | | X | X | X | X | X |
| Website | X | | | | X | X | X | X | X | X |
| Social Media | | | | | | | | X | X | X |
| Press Release | | | | | | | | X | X | X |
| Public Meeting | X | | X | | X | X | X | X | X | X |
| Public Workshop | | | | | | | | X | | X |
| 7 - Day Review Period | | | | | | | X | | | |
| 30 - Day Review Period | X | X | X | | | X | X | X | X | X |
| 45 - Day Review Period | | | | X | | | | | | |
| 55 Day Review Period | | X | | | | | | | | |
| Legal Notice | | X | X | X | | X | X | X | X | |
| Public Hearing 333 | | X | X | X | | X | X | X | | |

GLOSSARY OF TERMS AND DEFINITIONS

Advance Construction

Smoothing out project programming levels by using State resources to fund projects in advance of receiving Federal participating funds through the annual Obligation Authority (OA).

Advance Construction (Retirement of/Conversion of)

Allowance for (reduction in) current-year Federal Obligation Authority (OA) reimbursement for which State resources were expended in advance.

Aeronautics Account

Funds the Aeronautics Program that promotes the use of existing airports by assuring adequate air service for small and medium-sized communities, overseeing a statewide system of safe and environmentally compatible airports that are integrated with other surface transportation systems and evaluation of statewide aviation needs. Principle sources of funds: a seventeen-cent-per-gallon excise tax on aviation gasoline and a two-cent-per-gallon excise tax on jet fuel. Supports the: "Fair Share" transfer to the State Highway Account equal to a pro-rata portion of planning costs; state operations, or the cost of administering the Aeronautics Program; reports and studies required by Public Utilities Code 21632; grants to Local Agencies with qualifying airports; Acquisition and Development (A&D) for aeronautics facilities.

Allocation

The distribution of funds to a specific project or group of projects, or statutory distribution based on formula.

Allocation Capacity

The level at which state/federal capital project costs can be programmed using cash resources available (determined through the fund estimate process).

Apportionment

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the annual apportionment levels for each Federal funding category: Surface Transportation Program (STP); Congestion Mitigation & Air Quality (CMAQ); Bridge Replacement (BR). Funding can remain available for use up to 4 years.

Article XIX

Article of the State Constitution. Designates how State taxes on motor fuel and motor vehicles may be used for streets, highways and fixed guideway transit projects. Excludes funding for maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

Blueprint Legislation

Also referred to as the "Ten Year Funding Plan of 1989", established a 10-year state transportation funding plan so that the Legislature and the administration can plan for an orderly and predictable revenue stream and that local and regional governments, as well as the private sector, can better plan for their transportation needs.

BT&H Agency

Business, Transportation and Housing Agency.

Capital Outlay

Cost of construction of transportation facilities and acquisition of right of way. Excludes engineering and right of way support costs.

CEQA (California Environmental Quality Act)

1970 act that requires that State agencies regulate activities with major consideration for environmental protection.

CMAQ (Congestion Mitigation & Air Quality)

A new funding program established by ISTEA specifically for projects and programs that will contribute to the attainment of a national ambient air quality standard. The funds are available to non-attainment areas to reduce ozone and carbon monoxide based on population and pollution severity. Eligible projects will be defined by the approved State Implementation Program (SIP). State statutes make Regional agencies responsible for administering the CMAQ funds.

CTC (California Transportation Commission)

The body established by AB 402 to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating State policies and plans for transportation Programs.

Escalation Factors

Factors provided by the Department of Finance to reflect the increase or decrease of future capital and non-capital transportation costs used for STIP and SHOPP programming. Also called "inflation factors".

Executive Order

An order from the Governor's Office. May also be a Presidential order.

Federal-Aid Highway Program

Transportation financing programs created by Federal legislation. ISTEA identified 64 Highway Trust Fund programs, some of which have "set-asides" for specific purposes.

Federal Highway Administration Planning (FHWA- PL)

Source of funds used by Tulare County Association of Governments to fund regional planning efforts.

Federal Minimum Allocation

Minimum amount of Highway Trust Fund money returned to states. This is 85 percent of the state's share of total amount paid into the fund by all states.

Federal TIP

Portion of the Regional Transportation Improvement Program (RTIP) submitted to Federal agencies.

Federal Transportation Program

Is a reimbursable program. To receive Federal funding an Agency must first incur a cost, which meets Federal requirements. The Federal Highway Administration (FHWA) reimburses from 80 to 100 percent. In order to fund a project federally, the Apportionment and Obligation Authority (OA) must be available.

Fiscal Year (FY)

For California, the FY is the accounting period beginning July 1 and ending June 30. For the Federal budget and accounting purposes the FY period begins October 1 and ends September 30.

Fund Estimate

The fund estimate is a four-year estimate of State and Federal funds, for transportation purposes, that are expected to be available for State Transportation Improvement Program (STIP) programming. The California Transportation Commission uses the fund estimates as the basis for programming projects into the STIP. The fund estimate is produced based on trends and existing law. The creation of the fund estimate requires many significant assumptions. Should any of the key assumptions require revision at a later date, the programming levels displayed in the fund estimate would also need to be revised.

Guideway

A permanent facility, or structure, that dictates the route and course of a vehicle with or without operator guidance.

Highway System

Network of streets that carry automotive vehicles on local, arterial, ramps, and freeway-type facilities.

Highway Trust Fund

Federal user-fees on gasoline, etc., go into this fund. Used to reimburse states for Federal-aid projects.

Intermodal Facilities and Systems Management System

The Intermodal Transportation Management System (ITMS) is a decision support system that allows transportation planners to evaluate the relative performance of intermodal transportation investment alternatives for a corridor of statewide significance and system perspective. Intermodal facility refers to a transportation element that accommodates and interconnects different modes of transportation. Intermodal facilities include, but are not limited to, highway elements, coastal, inland and Great Lakes ports, canals, pipeline farms, airports, marine and/or rail terminals, truck terminals, and intercity bus terminals. Intermodal transportation facilities serve intrastate, interstate, and international movement of goods and passengers. Intermodal system refers to a transportation network for moving people and goods using various combinations of transportation modes.

IRRS (Interregional Road System Plan)

A series of interregional California highway routes, outside the urbanized areas, that provides access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions.

Katz/Killea

Passage of legislation sponsored by Senators Katz and Killea providing for seismic retrofit projects to be funded by the sale of short-term notes.

Major Project

Project costing more than \$300,000.

Matching Funds

The share of funds provided by the State or local applicant to supplement the Federal share of funds to finance a Federal project. Match does not imply a 50/50 share.

Minor Projects

Projects that cost a maximum of \$350,000 each.

MPO (Metropolitan Planning Organizations)

An organization designated by the Governor as a forum for cooperative decision making by principal elected officials of a general-purpose local government. Federal provisions require an MPO in urbanized areas.

Obligation

A commitment by the Federal government to reimburse the States the Federal share of Federal-Aid projects. Obligation occurs when FHWA has approved the PS&E for a project prior to advertisement of the construction contract.

Obligation Authority (OA)

Obligation Authority is the ceiling Congress places on all commitments of apportionments for any given year. Individual States receive OA in proportion to their apportionments and allocations. From a fund estimate point of view, OA is the prime determinant of usable Federal funds. OA is only available for the current year. Typically, Congress provides the OA limits at less than ISTEA's total annual apportionment level.

PS&E

Plans, Specifications and Estimates: Final project documents and cost estimates prepared for construction contracts.

Programming

Process of selecting and scheduling high-priority capital outlay projects for development and implementation.

R&D Funds

Research and Development funds.

ROW (Right of Way)

Purchase of property for transportation purposes (also R/W).

RTIP (Regional Transportation Improvement Program)

A list of proposed transportation projects submitted to the CTC by the regional transportation planning agencies candidates for STIP funding. The individual projects are first proposed by local jurisdictions, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a four-year planning horizon, and is updated every two years.

RTP (Regional Transportation Plan)

State-mandated documents to be developed biennially by all RTPAs, describing existing and projected transportation conditions, needs, alternatives and their consequences. The RTP also serves as the Metropolitan Planning Organizations' long-range plan.

SAFETEA-LU Safe Accountable Flexible Efficient Transportation Equity Act – A legacy for users (SAFETEA-LU)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users. SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Seismic Retrofit

Projects on the state/local highway system to make bridges more earthquake safe through retrofit (usually refers to construction).

SPR Funds

Highway Planning and Research Funds are the 1-1/2 percent moneys allocated to states by Section 307(c) of Title 23 U.S.C. Caltrans and Local Agencies share to the use of these funds.

State/Local Partnership & Reservation

The program reservation is established by Streets & Highways Code 2600. Reserve for current-year funding needed for State/Local Partnership projects begun in prior years.

State Highway Account (SHA)

The SHA is the largest of the fund estimate accounts. Principle sources of funds: Excise taxes on motor vehicle fuels, truck weight fees and the Federal Highway Trust Fund. Supports the Departments: Local Assistance, Maintenance, Operation, Program Development and Project Support programs as well as administrative support.

State Highway Operation and Protection Program (SHOPP)

Projects programmed in the Department's State Highway Operation and Protection Program (SHOPP). A program created by State legislation that includes State highway safety and rehabilitation projects,

Seismic Retrofit projects, land and building projects, landscaping, some operational improvements, bridge replacement and the minor program -- generally those types of projects that Caltrans as the owner-operator of the system uses to maintain the integrity of the system. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP is a four-year program of projects, adopted separately from the STIP cycle. The 1989 State gas tax increase partially funds the program, but it is primarily funded through the "old 9 cents-per-gallon State gas tax and from Federal funds. (Note: The name of this program changed to SHOPP [State Highway Operation and Protection Program] in 1994 per SB 1435-Kopp.)

State Transportation Improvement Program (STIP)

The STIP includes the following programs:

After considering the RTIPs, rural RTPA comments and input from public hearings, the CTC adopts the STIP that provides the delivery schedule of projects for the upcoming four years.

State Transit Assistance (STA)

TP&D account funds allocated by RTPAs to transit operators, cities and counties for transit planning, capital and operations.

Subventions

Financial assistance to local governments (i.e., local assistance, guideway funds).

Transit Capital Improvement Program (TCI)

Provides funding from the TP&D account for transit capital projects.

TDA (Transportation Development Act)

An act that specifies how the 1/4 percent of local sales tax for transportation purposes is distributed. It created the TP&D account. TDA is codified in Sections 29530-29536 of the Government Code and Sections 99200-99408 of the Public Utilities Code.

Transportation Equity Act for the 21st Century (TEA 21)

The TEA-21 of 1997 was the next Federal program to succeed ISTEA.

Toll Bridges & Toll Bridge Funds

Toll revenues collected on nine State-owned toll bridges are deposited into four toll revenue funds to be used for bridge purposes such as debt retirement, bridge operations, administration, certain maintenance costs not paid from the SHA, Metropolitan Transportation Commission (MTC) transfer and construction projects.

Transportation Enhancement Activities (TEA)

The ISTEA of 1991 requires that 10 percent of all Federal Surface Transportation Program Expenditures be used for defined transportation enhancement activities. Projects are nominated by Caltrans, Regional Agencies and others. The CTC adopts an annual program and it is included within the STIP for administrative purposes.

Transportation Planning & Development Account (TP&D)

Funds that support costs for the Department's Mass Transportation, Rail and Planning Programs. The TP&D Account also funds administrative and operational costs for intercity rail services, commuter and urban rail services and the Transit Capital Improvements (TCI). Principle sources of funds: sales tax on diesel fuel and sales tax on gasoline known as "Prop 111" funds. This account also derives revenues from gasoline sales tax known as "spillover". The formula for spillover is calculated based on the level of gasoline sales relative to all taxable sales. The account also derives revenue from "Fair Share" transfers from the State Highway Account equal to transportation planning duties attributable to highway and guideway planning and research. The Aeronautics Account contributes \$30,000 annually to reimburse the TP&D Account for the aeronautics portion of the 20-Year Plan. Supports the: State Transit Assistance (STA) support costs from the sales tax revenues (determined by formula), with balance of sales tax revenues divided equally between STA and those programs shown as the Committed Program (those eligible for funding pursuant to the Public Utilities Code 99315); such as Intercity Rail Services and Bus Operations.

Transportation System Management (TSM) Plan

A process oriented approach to solving transportation problems considering both long- and short-range implication, which is service and operations oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities in urban areas.

Unmet Needs

The Unmet Transit Needs process is conducted every year, usually in march, where there is at least one public hearing held to solicit comments on unmet transit needs that may exist within Tulare County and may be reasonable to meet."

Terms Related to Air Quality

Area sources

Small stationary and non-transportation sources of air pollution that are too small or numerous to count as point sources for individual control, such as dry cleaners.

Attainment Demonstrations

A SIP revision that describes how an area will meet air quality standards before its attainment date.

Build/No-build test

A conformity test which demonstrates that the total emissions from the projects in a transportation plan or program (the "build" scenario) will be lower than emissions that would result if the projects were not build (the "no-build" scenario).

Carbon Monoxide (CO)

A colorless, odorless gas that largely results from incomplete combustion of fuel. CO is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

Conformity finding

An MPO verification that the emissions produced by a plan or program are consistent with the goals of a SIP. Conformity is generally determined by either an emissions budget test or a "build/no-build" test, and a demonstration that TCMs will be implemented in a timely fashion.

Emissions budget

A part of a SIP that identifies the maximum allowable emissions that may be produced by mobile, stationary and area sources.

Emissions Budget Conformity Period

The conformity period following the transitional period in which the emissions budget test is the sole test for conformity. The period begins when a 15 Percent SIP Revision is approved by EPA.

Emissions budget test

A conformity test in which MPOs demonstrate that the emissions from projects in a transportation plan or program will not exceed a SIP's emissions budget.

Emissions inventories

A complete list of the sources and amounts of pollutant emissions within a specific area and time interval.

Federal Implementation Plan (FIP)

A plan developed by EPA 24 months after a SIP is found deficient. A FIP provides strategies for attainment, but does not eliminate the state's responsibility to develop an approvable SIP.

Hotspots

A poorly ventilated area, such as a tunnel or intersection, where mobile source emissions (usually carbon monoxide or PM-10) are particularly high.

Hydrocarbons

A precursor of ozone in addition to nitrogen oxides (NO_x). Hydrocarbons are also known as volatile organic compounds (VOC) or reactive organic gases (ROGs). Until recently, most efforts to reduce ozone have focused on controlling hydrocarbons.

Mobile sources

Motorized vehicles, including cars, trucks, buses and other modes of transportation.

National Ambient Air Quality Standards (NAAQS)

Federal standards that set allowable concentrations and exposure limits for various pollutants.

Nitrogen Oxides (NO_x)

A precursor of ozone in addition to hydrocarbons. Recent EPA policy has begun to emphasize control of NO_x.

Number of trips

The number of trips traveled by vehicles within a given region over a given period of time. Because emissions are particularly high when vehicles are turned on and off, emission reduction strategies emphasize trip reduction in addition to VMT reduction.

Offsets

A compensation for the expansion or construction of a polluting stationary source. Before such expansion/construction begins, an offset permit is required to show that emissions will be reduced at another facility to offset new emissions increases. Under sanctions, the offset requirement would be increased to two-to-one.

Ozone

The major component of smog. Ozone is formed when hydrocarbons and nitrogen oxides (NO_x) combined in the presence of sunlight. Ground level ozone is a harmful pollutant, while stratospheric ozone protects life on earth from harmful ultraviolet rays. CO is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

PM₁₀(PM_{2.5})

Solid or liquid particles that measure less than 10 (or 2.5) microns. A micron is one millionth of a meter. PM₁₀ is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

Precursors

The essential ingredients that form a secondary pollutant, e.g., nitrogen oxides and hydrocarbons are precursors in the formation of ozone.

Sanctions

EPA sanctions that will be imposed when a SIP revision is found deficient or not submitted. Sanctions can include two-to-one offsets for stationary sources, or a cutoff of highway funding.

Single Occupant Vehicle (SOV)

Vehicles with just one occupant. The reduction of SOVs is a major goal of many transportation control measures (TCMs).

State Implementation Plan (SIP)

A plan containing the strategies to achieve attainment of NAAQS, and maintain air quality levels once attainment is achieved.

Stationary sources

Relatively large, fixed sources of emissions, such as factories or power stations.

Technological mobile source reduction measures

Techniques that seek to reduce the emissions of cars without changing traffic patterns or personal travel habits. Technological approaches include inspection and maintenance (I&M) programs and reformulated gasoline.

Transitional Conformity Period

Conformity period when ozone non-attainment MPOs must perform both the emissions budget test and the build/no-build test for hydrocarbons. The transitional period begins on the date when the 15 Percent Reasonable Further Progress SIP revision was due and ends when that SIP revision is approved.

Transportation Control Measures (TCM)

A measure that alters personal travel patterns or traffic flow to reduce emissions. As an umbrella label, TCM includes transportation systems management (TSM) and transportation demand management (TDM).

Vehicle Miles Traveled (VMT)

The sum of distances traveled by all motor vehicles in a specified region.

Volatile Organic Compounds (VOC)

Another name for hydrocarbons, a precursor of ozone.