



---

## Regular Meeting of the Madera County Transportation Commission Policy Board Meeting

### LOCATION

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

**SPECIAL NOTICE: Precautions to address COVID-19 (a.k.a. the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.**

### DATE

April 22, 2020

### TIME

3:00 pm

### **Policy Board Members**

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

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

*Representatives or individuals with disabilities should contact MCTC at (559) 675-0721 at least three (3) business days in advance of the meeting to request auxiliary aids or other accommodations necessary to participate in the public meeting.*

In compliance with Government Code §54952.3, compensation for legislative body members attending the following simultaneous meeting is \$100. Compensation rate is set pursuant to the rules of the Madera County Transportation Commission.

**SPECIAL NOTICE**

**Important Notice Regarding COVID 19**

In accordance with Governor Newsom's Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

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

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

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

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

Dial in using your telephone:

1 (213) 929-4221

1 866 952 8437 (Toll Free)

Access Code: 239-990-330

For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

2. If you wish to make a comment on a specific agenda item, please use the "Raise Hand" feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to [publiccomment@maderactc.org](mailto:publiccomment@maderactc.org) or by calling 559-675-0721 by 10:00 am on April 22. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the



meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

## **AGENDA**

At least 72 hours prior to each regular MCTC Board meeting, a complete agenda packet is available for review on the [MCTC website](#) or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

## **INTERPRETING SERVICES**

Interpreting services are not provided at MCTC's public meeting unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar estos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 15 durante horas de oficina.

## **MEETING CONDUCT**

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

## **RECORD OF THE MEETING**

Board meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

## Agenda

### CALL TO ORDER

1. **PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**

This time is made available for comments from the public on matters within the Board's jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today's agenda. Members of the public may comment on any item that is on today's agenda when the item is called and should notify the Chairman of their desire to address the Board when that agenda item is called.

### MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

3. **TRANSPORTATION CONSENT ITEMS**

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

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

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

#### **4. TRANSPORTATION ACTION/DISCUSSION ITEMS**

4-A	COVID-19 Legislation and Transportation Impacts	Yes	Info/Disc
4-B	Safe, Affordable, Fuel Efficient Vehicle Rule Part II	Yes	Info/Disc
4-C	Senate Bill 743 Implementation Update	Yes	Info/Disc
4-D	Madera Station Relocation Project – Webinar Announcement	Yes	Info/Disc

### **MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION**

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

#### **6. ADMINISTRATIVE CONSENT ITEMS**

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

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

## 7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

7-A	FY 2020-21 Overall Work Program and Budget – Resolution 20-03	<a href="#">Website</a>	Approve
7-B	FY 2019-20 Overall Work Program and Budget Amendment No. 3	Yes	Approve

## MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

## 8. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

None

## 9. AUTHORITY – ACTION/DISCUSSION ITEMS

None

## OTHER ITEMS

## 10. Miscellaneous

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

## 11. Adjournment

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

# Annotated Agenda

***Madera County Transportation Commission April 22, 2020 Meeting***

---

**1. PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENT**

## **MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

**3. TRANSPORTATION CONSENT ITEMS**

**3-A. Active Transportation Program Cycle 5**

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

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

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

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

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

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

**Action:** Information and discussion

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

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

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

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

**This meeting/public hearing will be via GoToWebinar**

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

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

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

**Action:** Information and discussion

### **3-C. Transit Memorandum of Understandings with Local Agencies**

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

**Action:** Approve Transit Memorandum of Understandings with Local Agencies

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

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

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

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

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

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

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

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

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

Amendment No. 11 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

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

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

**3-F. Project Prioritization Study**

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

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



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

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

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

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

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

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

**Action:** Information and discussion

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

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

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

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

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

**Action:** Information and discussion

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

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

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

**Action:** Information and discussion. Direction may be provided.

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

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

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

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

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

**Action:** Information and discussion

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

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

Amendment No. 12 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

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

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

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

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

Amendment No. 13 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2018 Regional Transportation Plan (RTP), as amended.

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

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

## **4. TRANSPORTATION ACTION ITEMS**

### **4-A. COVID-19 Legislation and Transportation Impacts**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### *Resources for Stakeholders and Grantees*

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

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

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

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

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

**Assumptions**

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

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

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

**Transportation Development Act (TDA) Revenues**

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

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

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

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

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

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

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

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

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

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

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



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

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

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

**Conclusion:**

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

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

**Action:** Information and Discussion Only

#### **4-B. SAFE Rule II Update**

**Summary:** On March 31, 2020, the Environmental Protection Agency (EPA) and the Department of Transportation, acting through the National Highway Traffic Safety Administration (NHTSA), finalized Part II of the Safer Affordable Fuel Efficient Vehicles (SAFE) Rule. SAFE Part II sets carbon dioxide (CO<sub>2</sub>) emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years (MYs) 2021-2026.

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

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

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

**Action:** Information and discussion.

#### **4-C. Senate Bill 743 Implementation Update**

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

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

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

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

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

**Action:** Information and discussion

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

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

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

(Stone)

**Action:** Information and discussion

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

### 6. ADMINISTRATIVE CONSENT ITEMS

#### 6-A. Executive Minutes – March 18, 2020

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

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

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

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

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

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

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

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

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

**Action:** Approve New Employment Policies

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

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

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

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

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

(McNeil)

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

## 7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

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

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

This document is prepared annually as requested by Caltrans. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. The draft document was circulated for local agency and Caltrans review beginning in February. Comments received are reflected in the final document.

The Madera County Transportation Commission (MCTC) and the Madera County Transportation Authority (MCTA) are independent agencies – separate from that of the Cities and County. Therefore, all budgets, work products, and administration/operation are comparable of other Metropolitan Planning Organizations and Transportation Authorities and funding to operate the two agencies can only be utilized for transportation planning and administrative purposes.

The MCTC budget is derived from the following funding resources:

- FHWA-PL – federal planning funds
- FTA 5303 – federal planning funds
- PPM – STIP – State Planning, Programming and Monitoring funds
- TDA – Transportation Development Act administration and planning funds
- SB-1 Sustainable Communities Grant
- Measure “T” administration funds
- Member Assessment Fees

(Taylor)

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

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

**Summary:** Included in your package is a letter to Caltrans requesting an amendment to the Overall Work Program & Budget, a copy of the amended budget, an amended OWP spreadsheet, and the amended work elements. The revised Budget is \$2,004,439 (an increase of \$10,000 from previously amended budget). The amendment reflects the final allocations of the federal CPG grant, adds funds for Measure T public outreach, and adjusts for actual costs versus budgeted costs regarding work hours.

The amendment is recognized in the following categories:

Revenues – (Increase \$10,000)

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

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

- Public Participation Program – increase \$10,000

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

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

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

## **MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY**

### **8. AUTHORITY– CONSENT ITEMS**

None

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

None

## **OTHER ITEMS**

### **10. Miscellaneous**

**10-A** Items from Caltrans

**10-B** Items from Staff

**10-C** Items from Commissioners

### **11. Adjournment**



*Do you or someone you know have a public transit need  
that is not being met?*

## **2020 UNMET TRANSIT NEEDS ASSESSMENT PUBLIC COMMENT PROCESS**

The Madera County Transportation Commission's Social Services Transportation Advisory Council would like to hear from you! If you would like to provide comments on public transit needs in Madera County, please submit your written comments.

### **Unmet Transit Needs Public Hearing**

**Wednesday, May 20, 2020 -  
3:00 pm**

GoToWebinar

Registration Link:

<https://attendee.gotowebinar.com/register/6341727289049792267>

If you wish to call in to this webinar, you will be in **listen only** mode unless you register and join the actual online webinar.

**Teleconference #:**

1 877 309 2074

**Access Code:** 597-237-197

MCTC **strongly** encourages you to submit your public comments via survey, email, snail mail, or by phone. Each individual comment will be read to the MCTC Board to ensure your voice is heard. Given the current circumstances, one of the aforementioned ways to submit your comments will be the **easiest** and **most effective**.

Attendance is not mandatory for participation. If you are unable to attend the GoToWebinar hearing, please send your written comments to MCTC's address:  
2001 Howard Road, Suite 201,  
Madera, CA 93637  
Or email them to:  
[amelia@maderactc.org](mailto:amelia@maderactc.org)  
Or by telephone:  
(559) 675-0721 ext. 18

**CONSIDER  
TAKING OUR  
SURVEY!**

**SCAN**



**HERE**

*¿Usted o alguien que conoce tiene una necesidad de transporte público que no se está cumpliendo?*

## **2020 NECESIDADES DE TRANSPORTE PÚBLICO NO SATISFECHAS- PROCESO DE COMENTARIO PÚBLICO**

¡El Consejo Asesor de Transporte de Servicios Sociales de la Comisión de Transporte del Condado de Madera desea escucharlo a usted! Si desea hacer comentarios sobre las necesidades de transporte público en el Condado de Madera, asista a una de las reuniones públicas o envíe comentarios por escrito.

### **Audiencia Pública para las necesidades de transporte público no satisfechas**

**Miércoles, Mayo 20, 2020 -  
3:00 pm**

A través de un seminario web, regístrese:  
<https://attendee.gotowebinar.com/register/6341727289049792267>

Si desea llamar a este seminario web, estará en modo de solo escuchar a menos que se registre y se una al seminario web en línea.

**Teleconferencia #:**  
1 877 309 2074

**Código de acceso:** 597-237-197

MCTC le **recomienda encarecidamente** que envíe sus comentarios públicos por encuesta, correo electrónico, correo postal o por teléfono. Cada comentario individual se leerá a la Junta de MCTC para garantizar que se escuche su voz. Dadas las circunstancias actuales, una de las formas antes mencionadas de enviar sus comentarios será la más **fácil y efectiva**.

Presentarse en persona no es obligatorio para participar. Si no puede asistir a la audiencia pública via GoToWebinar, envíe sus comentarios por escrito a la dirección de MCTC:

2001 Howard Road, Suite 201,  
Madera, CA 93637

O envíelos por correo electrónico a:

[amelia@maderactc.org](mailto:amelia@maderactc.org)

O por teléfono al:

(559) 675-0721 ext. 18

**¡CONSIDERE  
TOMAR NUESTRA  
ENCUESTA!**

**ESCANEE**



**AQUÍ**



**MEMORANDUM OF UNDERSTANDING  
BETWEEN THE  
MADERA COUNTY TRANSPORTATION COMMISSION  
AND  
CITY OF CHOWCHILLA**

FEB - 3 2020

*"Regarding the Coordination of Ongoing Transit Planning and Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services by the City of Chowchilla".*

Madera CTC

This Memorandum of Understanding (MOU) is entered into between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as (MCTC), and the CITY OF CHOWCHILLA, hereinafter referred to as (CHOWCHILLA), a public transportation provider, as of this \_\_\_\_ day of \_\_\_\_\_ 2020. The purpose of this MOU is to:

1. Foster a cooperative and mutually beneficial working relationship between MCTC and CHOWCHILLA for the provision of comprehensive, effective, and coordinated transit planning on behalf of CHOWCHILLA'S public mass transportation system; and
2. Identify the transit planning responsibilities in coordination with the State of California for the purpose of programming federal funds within the MCTC Federal Transportation Improvement Program (FTIP).

**WITNESS THAT:**

**WHEREAS**, CHOWCHILLA was incorporated as a General Law city in 1923; and

**WHEREAS**, CHOWCHILLA as a designated rural area, is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation; and,

**WHEREAS**, MCTC is the Metropolitan Planning Organization (MPO), the Regional Comprehensive Planning Agency, the Regional Transportation Planning Agency (RTPA), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code; and

**WHEREAS**, MCTC is directed by a six-member board, composed of six locally elected officials: three members of the Madera County Board of Supervisors, two members of the Madera City Council, and one member of the Chowchilla City Council; and

**WHEREAS**, MCTC has developed a committee structure that advises the MCTC Board on all planning and policy questions. These committees include the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC); and

**WHEREAS**, 23 CFR 450.310 (b) and 450.312 require MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for rural areas. These plans and programs are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

**WHEREAS**, 23 CFR 450.314 (h) requires a written agreement between MCTC and CHOWCHILLA describing mutual responsibilities for carrying out performance-based planning and programming in metropolitan areas; and

*WHEREAS*, 23 CFR 450.306 (d)(2)(iii) – The selection of performance targets that address performance measures described in 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d); and

*WHEREAS*, 49 CFR 625.45 (b)(1) requires transit providers and group TAM plan sponsors to set state of good repair (SGR) performance targets, as required; and

*WHEREAS*, MCTC and CHOWCHILLA rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning.

*NOW, THEREFORE*, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follows:

## **SECTION 1: Responsibilities of MCTC and CHOWCHILLA**

### **1.1 Communication**

A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs. MCTC is required to update the FTIP every even numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

As a designated rural area, CHOWCHILLA is eligible to apply for FTA Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation. It is anticipated that the amount of funding available will be similar to cities of equal size. Projects will be programmed and constrained based on the annual FTA appropriation and/or other awarded grants.

As the federally designated MPO, MCTC is responsible for allocating certain federal formula transit funds to CHOWCHILLA, City of Madera, and the County of Madera. MCTC shall allocate the federal transit funds based on a formula developed cooperatively with the local jurisdictions. The Executive Director of MCTC and the City Administrator of CHOWCHILLA are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed.

### **1.2 Representation on MCTC Board and Committees**

CHOWCHILLA shall:

- a) Appoint one (1) representative and alternate to serve on the TAC. The TAC meetings are held on the second Monday of every month.
- b) Appoint one (1) representative and alternate to serve as a voting member of the MCTC SSTAC. The SSTAC meeting notices are mailed in advance of meetings.

## **SECTION 2: Transit Planning**

### **2.1 Short Range Transit Plan**

In accordance with the planning regulations and Federal Transit Administration (FTA) guidance, CHOWCHILLA and/or MCTC may prepare a five (5) year short-range transit plan to support sound financial and operational decision-making in transit planning and programming. In the development of short-range transit plans, the local jurisdictions included in the plan will provide a draft list of projects for FTA funding. The list shall:

- a) Identify and describe the scope of the specific projects and services which address ongoing and increased transit demands. These projects and services are to include Americans with Disabilities Act (ADA) considerations and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by MCTC.

- b) Provide qualitative and quantitative analysis showing how the project addresses transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year represented in the plan. In addition, identify anticipated discretionary funding estimates for the FTIP.

## **2.2 Long Range Transit Plan**

The transit action element of the RTP should assess the transportation needs of CHOWCHILLA and sets forth improvements necessary to address those needs over a twenty (20) year period and updated every four (4) years.

## **2.3 Planning Assistance**

MCTC will provide input into the development of the transit planning documents produced by CHOWCHILLA. In addition, MCTC will work cooperatively with and assist CHOWCHILLA in its efforts to generate planning and forecasting information needed to establish and maintain transit-planning documents. The type of assistance provided by MCTC may include, but is not limited to, the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth, and use assumptions for the purpose of transit forecasting and development (e.g. trip generation tables, census information, maps, performance targets).
- b) Assist in securing funds to conduct transit demand studies and in-depth analysis.
- c) Assist CHOWCHILLA in obtaining State and federal funding of projects consistent with the MCTC Regional Transportation Plan (e.g. facilitating FTIP amendments).
- d) Establish performance targets that address the performance measures or standards established by the State or by establishing quantifiable targets for these measures agreed upon by CHOWCHILLA and MCTC.
- e) Establish report process and deadlines for performance data.

A final copy of all transit planning documents, including State and/or federal reviews, National Transit Database, State Controller Reports, as well as the transit asset management plans and State of Good Repair will be forwarded by CHOWCHILLA to MCTC. This will assist MCTC in overall transit planning coordination, as well as ensuring that FTA and FHWA transit funds are used as planned, per FTA and FHWA requirements.

## **2.4 FTIP Programming Criteria**

As part of the FTIP updating process, federally funded projects are programmed by MCTC on behalf of all transit providers receiving federal funds through the FTIP. For proposed transit projects, the criteria used for the programming of federal funds within the MCTC FTIP are essential. MCTC and CHOWCHILLA may employ the following selection criteria to establish priorities for transit funding.

- a) Project purpose and need;
- b) Anticipated benefits;
- c) Degree to which a project will improve transit availability;
- d) Degree to which a project will improve level of service performance standards;
- e) Degree to which a project will, once implemented, make progress toward achieving performance targets;
- f) Air Quality benefits;
- g) Overall cost effectiveness; and
- h) Leveraging of other funding sources.

## **2.5 Regional Planning**

MCTC will provide a forum that will foster partnerships wherein the development of public transit services throughout Madera County will be accomplished. As part of the coordinated regional

transportation system, MCTC will expand the continuing, cooperative, and comprehensive planning of the transportation system in CHOWCHILLA.

MCTC will be responsible for the development of the regional planning documents such as the Regional Transportation Plan and the analysis and determination of Unmet Transit Needs. CHOWCHILLA will have the opportunity to provide technical advice during the development of these regional planning documents through the MCTC committee structure.

As a critical part of the regional planning process, CHOWCHILLA will assist MCTC with efforts to achieve regional goals including the requirement to assist in the attainment of federal air quality standards and performance targets.

## **2.6 Application for Transit Funding**

CHOWCHILLA will prepare applications to the FTA for federal transit funding. MCTC will review the applications, if necessary, to determine consistency of projects with FTIP programming, and prepare a letter of concurrence if information is accurate. CHOWCHILLA's application for federal funding shall be consistent with the MCTC Regional Transportation Plan as required by federal guidelines. CHOWCHILLA shall work with MCTC to develop consistent funding requests from all potential transit funding sources in order to prevent funding delays.

## **2.7 Transit Asset Management Plan**

CHOWCHILLA must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. A TAM plan must be updated in its entirety at least every four years, and it must cover a horizon period of at least four years. The selection of targets that address transit asset management shall be coordinated, to the maximum extent practicable, with MCTC to ensure consistency with the performance targets that public transportation providers establish.

# **SECTION 3: FTIP Project Monitoring and Maintenance**

## **3.1 Progress Reporting**

The MCTC will be responsible for tracking the overall progress of all projects in the FTIP. MCTC will prepare an annual list of projects for which federal funds have been obligated in the preceding year and will ensure that it is made available for public review.

CHOWCHILLA will assist MCTC's effort to track the overall progress of FTIP projects by submitting an annual report that addresses the status of each project receiving federal funds. At a minimum, the report will do the following:

- a) Identify and correlate the documentation of projects to individual categories as identified in the FTIP (e.g., Operations, Planning, Capital Purchase, Facility Maintenance, Planning).
- b) Document the state of project implementation.
- c) If the project is behind schedule, include the reasons for the delay.
- d) Status of amount of federal funding obligated, received and used to support projects.
- e) Identify the need for a FTIP amendment.

In addition to providing the above supporting documents, CHOWCHILLA will forward to MCTC a final copy of all planning documents produced as a result of receiving FTA funding. This will assist MCTC in overall transit planning and ensure that FTA funds were used accordingly for planning purposes as per FTA's requirements. Documents need to be sent to the following address:

Attention: Patricia Taylor, Executive Director  
Madera County Transportation Commission  
2001 Howard Road, Suite 201

Madera, California 93637



### 3.2 FTIP Amendments

MCTC's Executive Director will exercise the authority delegated by the MCTC Policy Board to process minor administrative amendments, involving for example, minor changes in the project scope, shifting of federal funds between project phases within the triennial element of the FTIP.

As part of the annual report, or sooner if required, CHOWCHILLA will alert MCTC to the need to amend the FTIP. In general, reasons for a FTIP amendment include, for example, funding shortfalls, delays in project implementation and/or new projects that need to be included in the document.

### SECTION 4: MOU Amendment

This MOU may be amended by the written consent of both parties.


### SECTION 5: MOU Termination

Either party upon thirty (30) days of written notification to the other may terminate this MOU.

### SECTION 6: Authorization of MOU

#### 4.1 Authorization

By signature, we agree that the responsibilities outlined in this MOU foster healthy collaboration for the purpose of fostering transit planning and programming federal funds within the MCTC Federal Transportation Improvement Program.

 1-29-2020  
\_\_\_\_\_  
ROD PRUETT                      Date  
City Administrator, City of Chowchilla

\_\_\_\_\_  
PATRICIA TAYLOR                      Date  
Executive Director, MCTC

APPROVE AS TO FORM:

 1-28-2020  
\_\_\_\_\_  
MARY LERNER                      Date  
City Attorney, City of Chowchilla

**MEMORANDUM OF UNDERSTANDING  
BETWEEN THE  
MADERA COUNTY TRANSPORTATION COMMISSION  
AND  
CITY OF MADERA**

*“Regarding the Coordination of Ongoing Transit Planning and Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services by the City of Madera”.*

This Memorandum of Understanding (MOU) is entered into between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as (MCTC), and the CITY OF MADERA, hereinafter referred to as (MADERA), a public transportation provider, as of this \_\_\_\_ day of \_\_\_\_\_ 2020. The purpose of this MOU is to:

1. Foster a cooperative and mutually beneficial working relationship between MCTC and MADERA for the provision of comprehensive, effective, and coordinated transit planning on behalf of MADERA’S public mass transportation system; and
2. Identify the transit planning responsibilities in coordination with the State of California for the purpose of programming federal funds within the MCTC Federal Transportation Improvement Program (FTIP).

**WITNESS THAT:**

**WHEREAS**, MADERA was incorporated as a General Law city in 1907; and

**WHEREAS**, MADERA as a designated urbanized area, is a public transportation provider that is eligible to apply for and receive Federal Transit Administrative (FTA) Section 5307 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation; and,

**WHEREAS**, MCTC is the Metropolitan Planning Organization (MPO), the Regional Comprehensive Planning Agency, the Regional Transportation Planning Agency (RTPA), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code; and

**WHEREAS**, MCTC is directed by a six-member board, composed of six locally elected officials: three members of the Madera County Board of Supervisors, two members of the Madera City Council, and one member of the Chowchilla City Council; and

**WHEREAS**, MCTC has developed a committee structure that advises the MCTC Board on all planning and policy questions. These committees include the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC); and

**WHEREAS**, 23 CFR 450.310 (b) and 450.312 require MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for their designated areas. These plans and programs are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the



mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

*WHEREAS*, 23 CFR 450.314 (h) requires a written agreement between MCTC and MADERA describing mutual responsibilities for carrying out performance-based planning and programming in metropolitan areas; and

*WHEREAS*, 23 CFR 450.306 (d)(2)(iii) – The selection of performance targets that address performance measures described in 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d); and

*WHEREAS*, 49 CFR 625.45 (b)(1) requires transit providers and group TAM plan sponsors to set state of good repair (SGR) performance targets, as required; and

*WHEREAS*, MCTC and MADERA rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning.

*NOW, THEREFORE*, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follow:

## **SECTION 1: Responsibilities of MCTC and MADERA**

### **1.1 Communication**

A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs. MCTC is required to update the FTIP every even numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

As a designated urbanized area, MADERA is eligible to apply for FTA Section 5307 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation. Projects will be programmed and constrained based on the annual FTA appropriation and/or other awarded grants.

As the federally designated MPO, MCTC is responsible for allocating certain federal formula transit funds to MADERA, City of Chowchilla and the County of Madera. MCTC shall allocate the federal transit funds based on a formula developed cooperatively with the local jurisdictions.

The Executive Director of MCTC and the City Manager of MADERA are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed.

### **1.2 Representation on MCTC Board and Committees**

MADERA shall:

- a) Appoint one (1) representative and alternate to serve on the TAC. The TAC meetings are held on the second Monday of every month.
- b) Appoint one (1) representative and alternate to serve as a voting member of the MCTC SSTAC. The SSTAC meeting notices are mailed in advance of meetings.

## **SECTION 2: Transit Planning**

### **2.1 Short-Range Transit Plan**

In accordance with the planning regulations and Federal Transit Administration (FTA) guidance, MADERA and/or MCTC may prepare a five (5) year short-range transit plan to support sound financial and operational decision-making in transit planning and programming. In the development of short-range transit plans, the local jurisdictions included in the plan will provide a draft list of projects for FTA funding. The list shall:

- a) Identify and describe the scope of the specific projects and services, which address ongoing and increased transit demands. These projects and services are to include Americans with Disabilities Act (ADA), and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by MCTC.
- b) Provide qualitative and quantitative analysis showing how the project addresses transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year represented in the plan. In addition, identify anticipated discretionary funding estimates for the FTIP.

### **2.2 Long Range Transit Plan**

The transit action element of the RTP should assess the transportation needs of MADERA and sets forth improvements necessary to address those needs over a twenty (20) year period and updated every four (4) years.

### **2.3 Planning Assistance**

MCTC will provide input into the development of the transit planning documents produced by MADERA. In addition, MCTC will work cooperatively with and assist MADERA in its efforts to generate planning and forecasting information needed to establish and maintain transit-planning documents. The type of assistance provided by MCTC may include, but is not limited to, the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth, and use assumptions for the purpose of transit forecasting and development (e.g. trip generation tables, census information, maps, performance targets).
- b) Assist in securing funds to conduct transit demand studies and in-depth analysis.
- c) Assist MADERA in obtaining State and federal funding of projects consistent with the MCTC Regional Transportation Plan (e.g. facilitating FTIP amendments).
- d) Establish performance targets that address the performance measures or standards established by the State or by establishing quantifiable targets for these measures agreed upon by MADERA and MCTC.
- e) Establish report process and deadlines for performance data.

A final copy of all transit planning documents, including State and/or federal reviews, National Transit Database, and State Controller Reports, as well as the transit asset

management plans, State of Good Repair, and the Public Transportation Agency Safety Plan will be forwarded by MADERA to MCTC. This will assist MCTC in overall transit planning coordination, as well as ensuring that FTA and FHWA transit funds are used as planned, per FTA and FHWA requirements.

#### **2.4 FTIP Programming Criteria**

As part of the FTIP updating process, federally funded projects are programmed by MCTC on behalf of all transit providers receiving federal funds through the FTIP. For proposed transit projects, the criteria used for the programming of federal funds within the MCTC FTIP are essential. MCTC and MADERA may employ the following selection criteria to establish priorities for transit funding.

- a) Project purpose and need;
- b) Anticipated benefits;
- c) Degree to which a project will improve transit availability;
- d) Degree to which a project will improve level of service performance standards;
- e) Degree to which a project will, once implemented, make progress toward achieving performance targets;
- f) Air Quality benefits;
- g) Overall cost effectiveness; and
- h) Leveraging of other funding sources.

#### **2.5 Regional Planning**

MCTC will provide a forum that will foster partnerships wherein the development of public transit services through Madera County will be accomplished. As part of the coordinated regional transportation system, MCTC will expand the continuing, cooperative, and comprehensive planning of the transportation system in MADERA.

MCTC will be responsible for the development of the regional planning documents such as the Regional Transportation Plan and the analysis and determination of Unmet Transit Needs. MADERA will have the opportunity to provide technical advice during the development of these regional planning documents through the MCTC committee structure.

As a critical part of the regional planning process, MADERA will assist MCTC with efforts to achieve regional goals including the requirement to assist in the attainment of federal air quality standards and performance targets.

#### **2.6 Application for Transit Funding**

MADERA will prepare applications to the FTA for federal transit funding. MCTC will review the applications, consistency of projects with FTIP programming, and prepare a letter of concurrence if information is accurate. MADERA's application for federal funding shall be consistent with the MCTC Regional Transportation Plan as required by federal guidelines. MADERA shall work with MCTC to develop consistent funding requests from all potential transit funding sources in order to prevent funding delays.

#### **2.7 Transit Asset Management Plan**

MADERA must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. A TAM plan must be updated in its entirety at least every four years, and it must cover a horizon period of at least four years. The selection of targets that address transit asset management shall be coordinated, to the maximum extent practicable with MCTC to ensure consistency with the performance targets that public transportation providers establish.

## **2.8 Public Transportation Agency Safety Plan**

MADERA must develop a Public Transportation Agency Safety Plan (PTASP) plan if receives federal financial assistance under 49 U.S.C. Chapter 53, Section 5307 as a recipient or subrecipient. The plan must include performance targets. A PTASP must be updated and certified by the transit agency annually.

# **SECTION 3: FTIP Project Monitoring and Maintenance**

## **3.1 Progress Reporting**

The MCTC will be responsible for tracking the overall progress of all projects in the FTIP. MCTC will prepare an annual list of projects for which federal funds have been obligated in the preceding year and will ensure that it is made available for public review.

MADERA will assist MCTC's effort to track the overall progress of FTIP projects by submitting an annual report that addresses the status of each project receiving federal funds. At a minimum, the report will do the following:

- a) Identify and correlate the documentation of projects to individual categories as identified in the FTIP (e.g., Operations, Planning, Capital Purchase, Facility Maintenance, Planning).
- b) Document the state of project implementation.
- c) If the project is behind schedule, include the reasons for the delay.
- d) Status of amount of federal funding obligated, received and used to support projects.
- e) Identify the need for a FTIP amendment.

In addition to provide the above supporting documents, MADERA will forward to MCTC a final copy of all planning documents produced as a result of receiving FTA funding. This will assist MCTC in overall transit planning and ensure that FTA funds were used accordingly for planning purposes as per FTA's requirements. Documents need to be sent to the following address:

Attention: Patricia Taylor, Executive Director  
Madera County Transportation Commission  
2001 Howard Road, Suite 201  
Madera, California 93637

## **3.2 FTIP Amendments**

MCTC's Executive Director will exercise the authority delegated by the MCTC Policy Board to process minor administrative amendments, involving for example, minor changes in the project scope, shifting of federal funds between project phases within the quadrennial element of the FTIP.

As part of the annual report, or sooner if required, MADERA will alert MCTC to the need to amend the FTIP. In general, reasons for FTIP amendment includes, for example, funding shortfalls, delays in project implementation and/or new projects that need to be included in the document.

#### **SECTION 4: MOU Amendment**

This MOU may be amended by the written consent of both parties.

#### **SECTION 5: MOU Termination**

Either party upon thirty (30) days of written notification to the other may terminate this MOU.

#### **SECTION 6: Authorization of MOU**

##### **4.1 Authorization**

By signature, we agree that the responsibilities outlined in this MOU foster healthy collaboration for the purpose of fostering transit planning and programming federal funds within the MCTC Federal Transportation Improvement Program.

  
\_\_\_\_\_  
ANDREW J. MEDELLIN      Date  
Mayor, City of Madera

\_\_\_\_\_  
Date    PATRICIA TAYLOR      Date  
Executive Director, MCTC

APPROVE AS TO FORM:

      2-24-20  
\_\_\_\_\_  
City Attorney, City of Madera      Date





**MEMORANDUM OF UNDERSTANDING  
BETWEEN THE  
MADERA COUNTY TRANSPORTATION COMMISSION  
AND  
COUNTY OF MADERA**

*“Regarding the Coordination of Ongoing Transit Planning and Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services by the County of Madera”.*

This Memorandum of Understanding (MOU) is entered into between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as (MCTC), and the COUNTY OF MADERA, hereinafter referred to as (COUNTY), a public transportation provider, as of this \_\_\_\_ day of \_\_\_\_\_ 2020. The purpose of this MOU is to:

1. Foster a cooperative and mutually beneficial working relationship between MCTC and COUNTY for the provision of comprehensive, effective, and coordinated transit planning on behalf of COUNTY’S public mass transportation system; and
2. Identify the transit planning responsibilities in coordination with the State of California for the purpose of programming federal funds within the MCTC Federal Transportation Improvement Program (FTIP).

**WITNESS THAT:**

**WHEREAS**, COUNTY was incorporated as a General Law County in 1856; and

**WHEREAS**, COUNTY as a rural area, is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation; and,

**WHEREAS**, MCTC is the Metropolitan Planning Organization (MPO), the Regional Comprehensive Planning Agency, the Regional Transportation Planning Agency (RTPA), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code; and

**WHEREAS**, MCTC is directed by a six-member board, composed of six locally elected officials: three members of the Madera County Board of Supervisors, two members of the Madera City Council, and one member of the Chowchilla City Council; and

**WHEREAS**, MCTC has developed a committee structure that advises the MCTC Board on all planning and policy questions. These committees include the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC); and

**WHEREAS**, 23 CFR 450.310 (b) and 450.312 require MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for their designated areas. These plans and programs are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the

mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

*WHEREAS*, 23 CFR 450.314 (h) requires a written agreement between MCTC and COUNTY describing mutual responsibilities for carrying out performance-based planning and programming in metropolitan areas; and

*WHEREAS*, 23 CFR 450.306 (d)(2)(iii) – The selection of performance targets that address performance measures described in 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d); and

*WHEREAS*, 49 CFR 625.45 (b)(1) requires transit providers and group TAM plan sponsors to set state of good repair (SGR) performance targets, as required; and

*WHEREAS*, MCTC and COUNTY rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning; and

*NOW, THEREFORE*, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follow:

## **SECTION 1: Responsibilities of MCTC and COUNTY**

### **1.1 Communication**

A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs. MCTC is required to update the FTIP every even numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

As a rural area, COUNTY is eligible to apply for FTA Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation. Projects will be programmed and constrained based on the annual FTA appropriation and/or other awarded grants.

As the federally designated MPO, MCTC is responsible for allocating certain federal formula transit funds to COUNTY, City of Chowchilla and the City of Madera. MCTC shall allocate the federal transit funds based on a formula developed cooperatively with the local jurisdictions.

The Executive Director of MCTC and the County Administrative Officer of COUNTY are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed.

### **1.2 Representation on MCTC Board and Committees**

COUNTY shall:

- a) Have representation on the TAC. The TAC meetings are held on the second Monday of every month.

- b) Facilitate and assist with SSTAC meetings and serve as a voting member. The SSTAC meeting notices are mailed in advance of meetings.

## **SECTION 2: Transit Planning**

### **2.1 Short Range Transit Plan**

In accordance with the planning regulations and Federal Transit Administration (FTA) guidance, COUNTY and/or MCTC may prepare a five (5) year short-range transit plan to support sound financial and operational decision-making in transit planning and programming. In the development of short-range transit plans, the local jurisdictions included in the plan will provide a draft list of projects for FTA funding. The list shall:

- a) Identify and describe the scope of the specific projects and services, which address ongoing and increased transit demands. These projects and services are to include Americans with Disabilities Act (ADA), and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by MCTC.
- b) Provide qualitative and quantitative analysis showing how the project addresses transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year represented in the plan. In addition, identify anticipated discretionary funding estimates for the FTIP.

### **2.2 Long Range Transit Plan**

The transit action element of the RTP should assess the transportation needs of COUNTY and sets forth improvements necessary to address those needs over a twenty (20) year period and updated every four (4) years.

### **2.3 Planning Assistance**

MCTC will provide input into the development of the transit planning documents produced by COUNTY. In addition, MCTC will work cooperatively with and assist COUNTY in its efforts to generate planning and forecasting information needed to establish and maintain transit-planning documents. The type of assistance provided by MCTC may include, but is not limited to, the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth, and use assumptions for the purpose of transit forecasting and development (e.g. trip generation tables, census information, maps, performance targets).
- b) Assist in securing funds to conduct transit demand studies and in-depth analysis.
- c) Assist COUNTY in obtaining State and federal funding of projects consistent with the MCTC Regional Transportation Plan (e.g. facilitating FTIP amendments).
- d) Establish performance targets that address the performance measures or standards established by the State or by establishing quantifiable targets for these measures agreed upon by COUNTY and MCTC.
- e) Establish report process and deadlines for performance data.



A final copy of all transit planning documents, including State and/or federal reviews, National Transit Database, and State Controller Reports, as well as the transit asset management plans and State of Good Repair will be forwarded by COUNTY to MCTC. This will assist MCTC in overall transit planning coordination, as well as ensuring that FTA and FHWA transit funds are used as planned, per FTA and FHWA requirements.

#### **2.4 FTIP Programming Criteria**

As part of the FTIP updating process, federally funded projects are programmed by MCTC on behalf of all transit providers receiving federal funds through the FTIP. For proposed transit projects, the criteria used for the programming of federal funds within the MCTC FTIP are essential. MCTC and COUNTY may employ the following selection criteria to establish priorities for transit funding.

- a) Project purpose and need;
- b) Anticipated benefits;
- c) Degree to which a project will improve transit availability;
- d) Degree to which a project will improve level of service performance standards;
- e) Degree to which a project will, once implemented, make progress toward achieving performance targets;
- f) Air Quality benefits;
- g) Overall cost effectiveness; and
- h) Leveraging of other funding sources.

#### **2.5 Regional Planning**

MCTC will provide a forum that will foster partnerships wherein the development of public transit services through Madera County will be accomplished. As part of the coordinated regional transportation system, MCTC will expand the continuing, cooperative, and comprehensive planning of the transportation system in COUNTY.

MCTC will be responsible for the development of the regional planning documents such as the Regional Transportation Plan and the analysis and determination of Unmet Transit Needs. COUNTY will have the opportunity to provide technical advice during the development of these regional planning documents through the MCTC committee structure.

As a critical part of the regional planning process, COUNTY will assist MCTC with efforts to achieve regional goals including the requirement to assist in the attainment of federal air quality standards and performance targets.

#### **2.6 Application for Transit Funding**

COUNTY will prepare applications to the FTA for federal transit funding. MCTC will review the applications, if necessary, for consistency of projects with FTIP programming, and prepare a letter of concurrence if information is accurate. COUNTY'S application for federal funding shall be consistent with the MCTC Regional Transportation Plan as required by federal guidelines. COUNTY shall work with MCTC to develop consistent funding requests from all potential transit funding sources in order to prevent funding delays.

#### **2.7 Transit Asset Management Plan**

COUNTY must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. A TAM plan must be updated in its entirety at least every four years, and it must cover a horizon period of at least four years. The selection of targets that address transit asset management shall be coordinated, to the maximum extent practicable with MCTC to ensure consistency with the performance targets that public transportation providers establish.

### **SECTION 3: FTIP Project Monitoring and Maintenance**

#### **3.1 Progress Reporting**

The MCTC will be responsible for tracking the overall progress of all projects in the FTIP. MCTC will prepare an annual list of projects for which federal funds have been obligated in the preceding year and will ensure that it is made available for public review.

COUNTY will assist MCTC's effort to track the overall progress of FTIP projects by submitting an annual report that addresses the status of each project receiving federal funds. At a minimum, the report will do the following:

- a) Identify and correlate the documentation of projects to individual categories as identified in the FTIP (e.g., Operations, Planning, Capital Purchase, Facility Maintenance).
- b) Document the state of project implementation.
- c) If the project is behind schedule, include the reasons for the delay.
- d) Status of amount of federal funding obligated, received and used to support projects.
- e) Identify the need for a FTIP amendment.

In addition to provide the above supporting documents, COUNTY will forward to MCTC a final copy of all planning documents produced as a result of receiving FTA funding. This will assist MCTC in overall transit planning and ensure that FTA funds were used accordingly for planning purposes as per FTA's requirements. Documents need to be sent to the following address:

Attention: Patricia Taylor, Executive Director  
Madera County Transportation Commission  
2001 Howard Road, Suite 201  
Madera, California 93637

#### **3.2 FTIP Amendments**

MCTC's Executive Director will exercise the authority delegated by the MCTC Policy Board to process minor administrative amendments, involving for example, minor changes in the project scope, shifting of federal funds between project phases within the quadrennial element of the FTIP.

As part of the annual report, or sooner if required, COUNTY will alert MCTC to the need to amend the FTIP. In general, reasons for FTIP amendment includes, for example, funding shortfalls, delays in project implementation, and/or new projects that need to be included in the document.

#### **SECTION 4: MOU Amendment**

This MOU may be amended by the written consent of both parties.

#### **SECTION 5: MOU Termination**

Either party upon thirty (30) days of written notification to the other may terminate this MOU.

#### **SECTION 6: Authorization of MOU**

##### **4.1 Authorization**

By signature, we agree that the responsibilities outlined in this MOU foster healthy collaboration for the purpose of fostering transit planning and programming federal funds within the MCTC Federal Transportation Improvement Program.

  
\_\_\_\_\_  
DARIN MCCANDLESS      Date  
Administrative Officer, County of Madera

\_\_\_\_\_  
PATRICIA TAYLOR      Date  
Executive Director, MCTC

APPROVE AS TO FORM:

Dale E. Bacigalupi  
Digitally signed by: Dale E. Bacigalupi  
DN: CN = Dale E. Bacigalupi email =  
dbacigalupi@lozanosmith.com C = US  
Date: 2020.02.19 11:38:01 -08'00'

\_\_\_\_\_  
Madera County Counsel      Date

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

In the matter of

Resolution No.: **20-01 Amendment 1**

**AUTHORIZATION FOR THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES AND  
AUTHORIZED AGENT FORMS FOR THE LOW  
CARBON TRANSIT OPERATIONS PROGRAM  
(LCTOP) FOR THE FOLLOWING PROJECTS**

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

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

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

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

**WHEREAS**, the Madera County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Patricia Taylor, Executive Director.

**WHEREAS**, the Madera County Transportation Commission wishes to implement the following LCTOP projects:

**CITY OF CHOWCHILLA**

**Project Name:** City of Chowchilla Transit Bus Stop

**Amount of LCTOP funds requested:** \$26,922

**Short description of project:** The City of Chowchilla proposes to purchase and install bus stop enhancements

**Benefit to Priority Populations:** There currently are no shelters or amenities at this location. This project will benefit low-income residents by providing accessible, attractive, safe bus stops with new amenities at bus stops where no improvements currently exist.

**CITY OF MADERA**

**Project Name:** City of Madera Farebox Modernization Phase 2

**Amount of LCTOP funds requested:** \$124,327

**Short description of project:** Farebox Modernization to Increase Ridership

**Benefit to Priority Populations:** The proposed new transit vehicle enhancements on fixed route services in disadvantaged communities will increase convenience, reliability, and headway on Madera Area Express transit service.

**COUNTY OF MADERA**

**Project:** Purchase Four MCC Paratransit Buses

**Amount of LCTOP funds requested:** \$147,418

**Short description of project:** This project will result in the procurement of four replacement MCC vehicles.

**Benefit to priority populations:** Utilizing new buses will benefit DACs within the transit service area by adding capacity, improving safety, and increasing reliability.

MCC services also promote walking and bicycling that promote healthy living and improve the quality of life for all residents.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

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

**NOW, THEREFORE, LET IT BE RESOLVED** by the Board of Directors of the Madera County Transportation Commission that it hereby authorizes the submittal of the following project nominations(s) and allocation request(s) to the Department in FY19-2020 LCTOP funds.

The foregoing resolution was adopted this 22nd day of April 2020 by the following vote:

Commissioner Andrew Medellin	_____
Commissioner Max Rodriguez	_____
Commissioner Waseem Ahmed	_____
Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Brett Frazier	_____

\_\_\_\_\_  
Chairman, Madera County Transportation Commission

\_\_\_\_\_  
Executive Director, Madera County Transportation Commission



## ***FY 2021-22 Sustainable Transportation Planning Grant Application Guide Workshops***

Dear Stakeholders,

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

Please join us at one of the WebEx events we have scheduled to outline the update process for the grant guide and receive your input on potential updates.

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

The same content will be presented at each workshop. Registration is not required. Simply click the "Join WebEx meeting" link below at the time of workshop.

**Grant Guide Workshop #1**  
Wednesday, April 22, 2020  
1:00 PM to 2:00 PM

Meeting number (access code):  
969 829 569  
Meeting password: FrXkm3JBC55  
[Join WebEX meeting](#)

**Grant Guide Workshop #2**  
Thursday, April 23, 2020  
1:00 PM to 2:00 PM

Meeting number (access code):  
963 008 441  
Meeting password: 6ubAvkkdi85  
[Join WebEx meeting](#)

**Join by phone**

Call in from a mobile device  
+1 408 418 9388 United States Toll  
[Global call-in numbers](#)

**Join from a video system or application**

Dial [969829569@cadot.webex.com](tel:969829569)  
You can also dial 173.243.2.68 and enter your meeting number

**Join using Microsoft Lync or Microsoft Skype for Business**

Dial [969829569.cadot@lync.webex.com](tel:969829569)

**Join by phone**

Call in from a mobile device  
+1 408 418 9388 United States Toll  
[Global call-in numbers](#)

**Join from a video system or application**

Dial [963008441@cadot.webex.com](tel:963008441)  
You can also dial 173.243.2.68 and enter your meeting number

**Join using Microsoft Lync or Microsoft Skype for Business**

Dial [963008441.cadot@lync.webex.com](tel:963008441)

For information about the Caltrans Sustainable Transportation Planning Grants, visit our website, at: <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>.

**Caltrans Headquarters Contact:**

Priscilla Martinez-Velez  
Senior Transportation Planner  
Email: [Priscilla.Martinez-Velez@dot.ca.gov](mailto:Priscilla.Martinez-Velez@dot.ca.gov)

**Connect With Us:**





2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

April 22, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: San Joaquin Regional Rail Commission's FY 2020 BUILD Grant Application

Dear Secretary Chao:

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

The Port of Stockton and the freight railroad network are major economic assets to the San Joaquin Valley and Northern California Megaregion. By completing a grade separation at the intersection of the Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UP) in Stockton, the Port and its customers will benefit from greater freight rail efficiency through the elimination of freight interference between the two Class I railroads operating in this high-volume area. The grade separation will improve freight rail throughput along the region's rail network, resulting in fuel and operating cost savings, as well as reduced traffic delays and improved air quality.

Tens of thousands of residents of the San Joaquin Valley and Northern California rely on the Amtrak *San Joaquins* and Altamont Corridor Express (ACE) passenger services as their source of transportation. Construction of the grade separation will help reduce current delays for these vital passenger rail services, improve on-time performance, and support future expansion of both services.

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

Given the many public and private benefits associated with this project for our region, I urge the Department to approve SJRRC's BUILD Grant application. Thank you for your attention to this request.

Sincerely,

Max Rodriguez, Chair  
Madera County Transportation Commission



April 10, 2020

California High-Speed Rail Authority  
Attn: Draft 2020 Business Plan  
770 L Street, Suite 620 MS-1  
Sacramento, CA 95814  
Via Email to: DraftBP2020@hsr.ca.gov

**Subject: Comments on Draft 2020 Business Plan**

Dear California High-Speed Rail Authority,

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

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

This letter provides WYE Madera County’s input to the Authority on the *Draft 2020 California High Speed Rail Business Plan* (“Draft 2020 Business Plan”) issued on February 12, 2020.

WYE Madera County member agencies are interested in ensuring that California’s investment in high-speed rail in the Central Valley continues. We appreciate that an important focus of the Draft 2020 Business Plan is completion of a Central Valley segment between Merced and Bakersfield, connecting important communities in the Central Valley such as those in Madera County. This investment is important in achieving the intended state-wide transportation system benefits HSR while providing local benefits and avoiding disproportionate adverse effects on the citizens of Madera County. WYE Madera County has provided comments on the Merced-Fresno Segment Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement (“Wye DSEIR/EIS”).<sup>1</sup> The issues raised in our Wye DSEIR/EIS comment letters remain as primary concerns of WYE Madera County but are not reiterated here except as relevant to the Draft 2020 Business Plan.

Construction of HSR is well underway in Madera County, yet important decisions remain to be made with regard to completing the Merced-Fresno section and the Central Valley Wye. These decisions will directly and substantially affect the residents and businesses in Madera County, and we urge the Authority to address these issues both in completing the 2020 Business Plan and in completing the environmental review and

---

<sup>1</sup> June 20, 2019, “Comments on Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement” commenting on the document circulated pursuant to the California Environmental Quality Act (CEQA) and October 28, 2019, “Comments on Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement” commenting on the document circulated pursuant to the National Environmental Policy Act (NEPA).



decision-making associated with the Central Valley Wye and the siting of facilities for HSR in the Central Valley.

### **1. Continue Emphasis on Completion of Central Valley Segment**

As recognized in the Draft 2020 Business Plan, HSR construction in the Central Valley is well underway and completion of the Central Valley segment between Merced and Bakersfield is a critical step in achieving the economic, mobility, and environmental benefits anticipated of HSR. WYE Madera County supports continued investment in the Central Valley and completion of the Merced-Bakersfield segment. Although certain issues remain to be addressed in Madera County, we are confident that these can be resolved through collaboration among our members and the Authority during ongoing environmental review and planning processes for HSR facilities in the Central Valley. WYE Madera County also recognizes the value of commuter rail improvements in the Bay Area and Southern California envisioned in the 2020 Business Plan, to the extent these improvements do not divert funding essential for the completion of the Central Valley interim operating segment.

### **2. Clarify Discussion of the Madera Station**

The *Operations and Maintenance Cost Model Documentation* (DB E&C USA Inc., “May 2020”, Rev 0.4 [Draft]) and the *California High-Speed Rail Merced to Bakersfield Business Case Study* (KPMG, February 2020) both assume the presence and discuss the important role of a Madera Station in the future operations and feasibility of the Central Valley HSR corridor. For example, the business case study states, “the Base Valley Rail project scope includes the relocation of the San Joaquins Madera station adjacent to the Madera high-speed rail station. Without the connectivity assumed in the ETO Study, ridership and revenue levels will likely be significantly impacted and reduce the service improvements envisaged with Interim Service.”

Notwithstanding discussion of the Madera Station in its supporting documents, the Draft 2020 Business Plan itself is unclear with regard to a Madera Station. Chapter 3 of the Draft 2020 Business Plan references completion of the 119-mile Central Valley Segment between now and 2030 but does not reference a Madera Station within that segment (page 49, bullet 1). The discussion also references “expansion of the 119-mile segment to 171 miles of electrified high-speed rail connecting Merced, Fresno and Bakersfield, one of the fastest growing regions in California, with additional stops to serve Madera and Kings/Tulare” (page 49, bullet 4). Elsewhere, the Draft 2020 Business Plan includes similar emphasis on connections to Merced, Fresno, and Bakersfield, and is unclear as to the intent for a Madera Station.

A Madera Station is an important component for the viability of the Central Valley HSR corridor, and is also a critical element of HSR in Madera County to ensure that businesses and residents in the County benefit from HSR to help offset environmental and socioeconomic impacts of HSR development in Madera County. As the Draft 2020 Business Plan discusses, “Well-planned high-speed rail station areas, and access to and from them, can unlock the potential of the rail system to meet transformative statewide economic and growth goals.” (Station Development, pg. 74) We agree. Greater certainty with regard to permanent station locations will foster confidence in land use planning and development decisions that contribute to the success of HSR and allow HSR to result in local and regional benefits. Therefore, WYE Madera County requests that the Draft 2020 Business Plan be revised to clarify the Authority’s intent for integrating a permanent Madera Station into the Central Valley segment and recognize the importance of a Madera Station in the viability of HSR as verified in the Business Plan’s supporting studies.

### **3. Provide Criteria and Opportunities for Input on HSR Operations and Maintenance Facilities Siting**

Chapter 3 of the Draft 2020 Business Plan includes an “Operations and Maintenance Facilities” section that discusses the five facility types required for HSR system operations, consisting of: 1) Maintenance of Way (MOW) facilities, 2) an Operations Control Center (OCC), 3) a Heavy Maintenance Facility (HMF) for



trains, 4) an operations management headquarters location, and 5) Light Maintenance Facilities (LMF). The section also discusses that the LMF and HMF will be combined in the Central Valley. Although supporting documents discuss that the HMF (which apparently would also serve as the LMF) is “assumed” to be located at or south of Fresno,<sup>2</sup> those documents and the Draft 2020 Business Plan do not specify the criteria or the process for final decisions regarding the siting of these facilities.

Madera County is centrally located within the Central Valley sections of HSR and centrally located within the overall planned statewide HSR system. Madera County is also where the San Jose-Merced and Merced-Fresno sections will intersect at the Central Valley Wye. These factors support the viability of siting HSR operations and/or maintenance facilities in Madera County. WYE Madera County has previously urged the Authority to coordinate with Madera County agencies and landowners to consider locations in Madera County for these facilities, and WYE Madera County extends the request here. We urge the Authority to establish and communicate specific selection criteria for the various operations and maintenance facility sites and provide an opportunity for consideration of sites in Madera County. The 2020 Business Plan should clearly state that the locations of operations and maintenance facilities have not been determined and should identify the criteria, process, and timeframe for the selection of facility locations.

#### **4. Describe the Intended Central Valley Wye Construction for Interim Service**

The Draft 2020 Business Plan envisions the completion of interim service between Merced and Bakersfield. Extension of HSR from the northern end of the currently approved construction segment (south of the Central Valley Wye) will require construction of a north-south segment near Chowchilla. It appears that the Authority anticipates substantial delays and uncertainties with the future completion of a connection to the Silicon Valley; however, the Draft 2020 Business Plan is unclear with regard to the currently envisioned phasing and construction of the Central Valley Wye.

WYE Madera County urges the Authority to clearly explain in the 2020 Business Plan the Authority’s currently envisioned approach to development of the Central Valley Wye and we request that WYE Madera County member agencies be provided an opportunity to review and provide input to the Authority on that approach.

We also note that Exhibit 1.0 of the Draft 2020 Business Plan indicates that the connection between Merced and Madera is under development. To accurately illustrate components under development and those still undergoing review, this exhibit should be revised to indicate the gap at the Central Valley Wye which is still undergoing environmental review.

#### **5. Accurately Portray and Identify Measures to Address Socioeconomic Impacts**

The Draft 2020 Business Plan states the “Merced to Bakersfield interim service will generate significant socioeconomic benefits” that “will positively impact small and disadvantaged businesses and communities especially in the Central Valley.” (Draft 2020 Business Plan, pg. 53) However, as WYE Madera County advised in our comments on the Wye DSEIR/EIS, the Central Valley Wye would result in several adverse socioeconomic and community effects, including loss of jobs and housing, relocation of residents and businesses, reduced agricultural lands and productivity, reduced wages, and reduced property and income

---

<sup>2</sup> “HMF – For purposes of this Interim Financial Plan, the presence of an HMF between Fresno and Kings/Tulare is assumed.... The final location for the HMF is to be determined by the Authority.” “The final location for the HMF is still to be determined by the Authority and for purposes of this report only is assumed at Fresno.” “The Heavy Maintenance Facility (HMF) for the rolling stock maintenance is assumed to be located in the area south of Fresno.” (California High-Speed Rail Early Train Operator Central Valley Segment System Management & Operations Interim Financial Plan. DB E&C USA Inc., January 31, 2020.)



taxes. Our comments further noted that the Central Valley Wye will divide established communities and adversely affect disadvantaged communities and individuals.

Consistent with our comments on the Wye DSEIR/EIS, we continue to urge the Authority to fully consider and accurately described the local socioeconomic effects of HSR development and to not overstate or assume that future potential benefits associated with the future potential completion of the statewide HSR system will address adverse local socioeconomic effects in Madera County. As detailed in our comments on the Wye DSEIR/EIS, WYE Madera County has suggested several measures that would aid in offsetting the adverse socioeconomic effects of HSR in the County. We urge the Authority to commit to implementing such measures and clarify in the 2020 Business Plan that certain measures must be taken to ensure that HSR development does not result in disproportionate adverse effects to disadvantaged communities. WYE Madera County's previously requested measures to provide socioeconomic benefits that would help offset adverse socioeconomic effects are summarized below.

1. Establish the HMF, and/or other HSR system operations facilities, in Madera County to provide for efficiencies to the HSR system and to help offset the disproportionate environmental, economic, and community impacts of HSR in Madera County;
2. Include "local hire" requirements in agreements with construction contractors working on various phases of HSR in Madera County, and specify consultation with Madera County's Workforce Development Board, the cities of Chowchilla and Madera, and Madera County regarding available positions to assist with ensuring local residents benefit from available employment associated with HSR construction and operation.
3. Provide funding to local agencies in Madera County sufficient for updating land use plans, transportation plans, and other local planning documents as necessary due to HSR effects on land use compatibility, parcel acquisition and division, effects on established communities, and effects on the County's transportation network (existing and planned roads and bike/pedestrian facilities);
4. Provide funding to local land use authorities in Madera County sufficient for updating zoning designations as necessary due to HSR effects on land use and properties;
5. Provide financial assurances sufficient to fund local agency completion/cleanup of work initiated at various HSR construction sites if necessary due to HSR funding delays or shortfall;
6. Provide for developing and permanently retaining an HSR Madera Station in Madera County to ensure continued value of infrastructure and access provisions developed for the proposed temporary station and to enable HSR to serve residents and businesses in Madera County;
7. Provide funding for upgrades to local emergency service equipment and personnel training as needed to provide emergency response associated with HSR operations and facilities;
8. Provide a source of long-term ongoing funding for operation and maintenance of the Fairmead Elementary School property after transferring it back to Madera County for operation and maintenance as a community center, as proposed in the DSEIR;
9. Establish a mechanism for HSR construction practices that will minimize construction-related traffic effects (e.g., detours, closures, increased vehicle miles traveled [VMT]) with specific requirements for construction scheduling and phasing, and include defined processes for review and approval of construction traffic management plans by affected local agencies in Madera County;
10. Establish mechanism to ensure construction contractors are accountable to CHSRA and to local agencies for adherence to construction/traffic management plans and mitigation requirements;
11. Provide a mechanism to aid in funding the extension and connection of Avenue 17 westward to SR 145 to compensate for east/west road closures and the loss of connectivity resulting from HSR and





- to ensure emergency access and acceptable response times between areas east and west of HSR facilities;
12. Provide for the design, permitting, and reconstruction of the State Route (SR) 99/SR 152 interchange with a design that includes on- and off-ramps to both northbound and southbound SR 99;
  13. Provide specific measures that will ensure permanent closures of local roads and road crossings are minimized;
  14. Provide specific measures to reconstruct and improve existing local roads and intersections sufficient to mitigate construction impacts and to accommodate increased use due to closure of other roads and future traffic;
  15. Provide analysis and measures sufficient to ensure the phased development of the HSR system, in consideration of initial components in Madera County and the Central Valley, does not adversely affect the region's ability to comply with Federal Clean Air Act Transportation Conformity requirements;
  16. Provide compensation to local agencies and community groups for the economic and community impacts of HSR in Madera County;
  17. Provide compensation to local agencies for loss of property tax revenue from properties acquired for HSR facilities or otherwise decreased in value as a result of HSR (e.g., payments in lieu of taxes);
  18. Provide compensation to local agencies and to communities for reduced jobs and income associated with permanent loss of agricultural land and productivity as a result of HSR;
  19. Provide enhanced aesthetic features, with Task Force involvement, in the design of HSR structures and other infrastructure to be developed or reconstructed as a result of HSR, including but not limited to, interchanges, overpasses, and elevated track structures;
  20. Provide a mechanism, with Task Force involvement, to design, fund, install, and maintain a minimum of eight (8) "Welcome to Madera County," "Welcome to the City of Chowchilla," and "Welcome to the City of Madera" high-quality, lighted signs along HSR facilities to promote Madera County and its cities to HSR users;
  21. Provide a mechanism to ensure that surface water and groundwater rights associated with acquired or otherwise affected properties are sufficient for retaining local access to groundwater and aquifer for regional water supply and groundwater recharge needs;
  22. Provide opportunities for shared utility use of the HSR corridor and fund and install utility connections when available and feasible for communities adversely affected by HSR (e.g., installation of conveyance facilities for water and sewer services to the affected community of Fairmead); and
  23. Provide funding for training, equipment, vehicles, and facilities as needed for local emergency response agencies to supplement their capabilities to provide emergency response for HSR-related construction and operations.

## **6. Update Environmental and Socioeconomic Analyses with Current Projections and Plans**

WYE Madera County's comments on the Wye DSEIR/EIS noted that many of the conclusions, including statements regarding benefits of the planned statewide HSR system, were based on prior analysis that does not reflect the current status and plans for HSR. Our comments referenced the need for the analysis and projections of the 2005 Program EIR/EIS to be updated to reflect the current status since tiering from and reliance on outdated information in that 2005 document is not valid. We further noted that the Wye DSEIR/EIS referenced information from the 2016 Business Plan instead of the 2018 Business Plan and the



2019 Project Update Report, both of which were finalized and available before the public release of the Wye DSEIR/EIS. We recognize that adoption of the 2020 Business Plan does not require compliance with the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). However, the Draft 2020 Business Plan continues (as with the 2016 and 2018 Business Plans) to acknowledge that the status, plans, and schedule for implementation of the statewide HSR system continue to substantially diverge from the program as evaluated and approved over a decade ago. The Draft 2020 Business Plan describes these changes and appears to be generally forthcoming in acknowledging the current status of adjustment of projections. However, these changes must also be reflected and evaluated in CEQA and NEPA compliance documents prepared for HSR sections and various HSR components, including the Wye SEIR/EIR.

### Conclusion

WYE Madera County submits these comments for consideration by the Authority in completing the 2020 Business Plan and in furthering collaboration with between the Authority and WYE Madera County to ensure that HSR development achieves statewide and regional transportation objectives while minimizing adverse effects and providing benefits to the residents and businesses of Madera County.

Please feel free to contact Matthew Treber at 559-675-7821 or [matthew.treber@maderacounty.com](mailto:matthew.treber@maderacounty.com) with any questions and to schedule a meeting to discuss these issues with the Task Force. Thank you for your consideration of our comments.

Sincerely,

Darin McCandless  
Interim County Administrative Officer  
County of Madera

Patricia Taylor, Executive Director  
Madera County Transportation Commission

Rod Pruett, City Administrator  
City of Chowchilla

Tracie Scott-Contreras, Executive Director  
Madera County Workforce Investment Board

Arnoldo Rodriguez, City Manager  
City of Madera

Bobby Kahn, Executive Director  
Madera County Economic Development Commission



**MEMORANDUM**

**ITEM 4-A**

**DATE:** April 22, 2020

**TO:** MCTC Policy Board

**FROM:** Patricia Taylor, Executive Director

**RE:** COVID-19 Legislation and Transportation Impacts – Item 4-A

---

**I. Requested Action:**

Information and Discussion Only

**II. Summary:**

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

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

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

**1. Coronavirus Aid, Relief, and Economic Security Act (S. 3548) or “CARES Act” – March 27, 2020**

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

assistance for community development, housing and homelessness, and transportation.

For this report, MCTC staff will focus on transportation. The Federal Transit Administration (FTA) announced \$25 billion (\$22.7 billion to large and small urban areas and \$2.2 billion to rural areas) - <https://cms7.fta.dot.gov/about/news/us-transportation-secretary-elaine-l-chao-announces-25-billion-help-nations-public> in federal funding allocations to the transit industry following the President signing of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act directs FTA to allocate funding to prevent, prepare for, and respond to the coronavirus through the existing Urbanized Area Formula Grants Program, Rural Areas Formula Grants Program, and the Tribal Transit Formula Grants Program. Funding will be provided at a 100% federal share, with no local match required.

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

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

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

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

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

The following is a link for information regarding the funds and apportionment tables: <https://www.transit.dot.gov/cares-act-apportionments>

The funding amount for each individual transit provider is a local decision. By law, state governors, generally through the state Department of Transportation, distribute FTA formula funds among recipients in rural and small urban areas. For large urban areas, governors select a Designated Recipient. The Designated

Recipient then allocates funds within the Urbanized Area to specific transit agencies that then apply for and receive grants from FTA. This is a normal part of FTA grant processes, so states and localities will follow a familiar process for making these decisions. Funds are apportioned directly to Tribes for the Tribal Transit Formula Grants Program.

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

### Resources for Stakeholders and Grantees

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

- COVID-19 Page - <https://www.transit.dot.gov/coronavirus>
- FAQ Page - <https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19>
- Apportionment Tables for states and Urbanized Areas to begin their planning processes  
- <https://www.transit.dot.gov/cares-act-apportionments>

If grantees require further clarification or technical assistance, please direct them to email their questions to [FTAresponse@dot.gov](mailto:FTAresponse@dot.gov) or contact their [FTA regional office](#) – Region 9: <https://www.transit.dot.gov/region9>.

## **2. Revenue, Budgets and Fiscal Impacts of COVID-19**

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

### Assumptions:

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

Measure T: revenues over the remaining life of the measure (sunsets 2027) would be lower by approximately \$10-25 million with the most likely scenario ending

somewhere in the middle. This will cause potential impacts to the following projects:

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

Transportation Development Act (TDA) Revenues:

1. Local Transportation Fund: derived from  $\frac{1}{4}$  cent of the 7  $\frac{1}{2}$  percent statesales tax

- The Local Transportation Fund (LTF) is projected to have a decrease of -3.25 percent in FY 2019-20 compared to the original estimate. However, there is an unallocated balance that will cover this shortfall. As a result, the local jurisdictions should not experience a decrease in LTF for 2019-20.
- LTF for 2020-21 will be negatively impacted by the loss of revenue due to COVID-19. The preliminary projection due to COVID-19 is approximately- 13.87 percent. The impact may be assumed for an additional four years, as the preliminary projection shows that revenues may not return to the current year estimate for a four year period.
- Staff is requesting the County Auditor's office to amend its original estimate of the LTF fund for FY 2020-21, due to the negative impacts of COVID-19.

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

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

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

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

As MCTC staff begins to receive new data, impacted funds over the next couple of

months, and any changes in the shelter in place orders, staff will have the ability to provide updated projections. At this time, there is no way to know when the current economic disruption will end and the severity of the COVID-19 impact on the economy.

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

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

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

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

**Conclusion:**

The United States had been trending toward increased economic growth and decreased unemployment before the pandemic took hold of the nation. Without a specific end date identified for the safety measures currently in place, state and local governments must evaluate and monitor their finances in order to best serve their region and their constituents. MCTC staff has participated in several calls related to

how to forecast potential scenarios that could alter the fiscal landscape, which would ultimately impact tax revenues and expenditure decisions.

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

### **III. Fiscal Impact:**

Minimal Fiscal Impact to the MCTC 2019-20 Budget





## Senate Passes the *Coronavirus Aid, Relief, and Economic Security Act* (S. 3548) by a Unanimous Vote of 96-0 March 25, 2020

The Senate finally released the [bill text](#) of *Coronavirus Aid, Relief, and Economic Security Act* (S.3548) or "CARES Act" a few hours ago, after nearly a week of deliberation about its provisions here in Washington, DC. The Committee on Health, Education, Labor, and Pensions provided this helpful [Section-by-Section Summary](#). The legislation will provide nearly \$2 trillion in financial relief as the United States tries to mitigate the spread of coronavirus (COVID-19).

The Senate passed the bill by a unanimous vote of 96-0 a few minutes ago. Majority Leader Mitch McConnell offered some reflections on the bipartisan legislative process, saying "The Senate has pivoted from arguably one of the most contentious, partisan periods in our history to passing this [\$2 trillion] rescue package [nearly] 100-0 all in one quarter this year. It says a lot about the United States Senate as an institution and our willingness to do something to help the country."

The House will convene this Friday, March 27, 2020 at 9:00 a.m. to consider the bill. House Majority Leader Steny Hoyer indicated that the chamber expects to pass the measure by a voice vote because of state mandated stay-at-home orders, limited flight options, and Members participating in self-quarantine. The President has indicated he will sign it immediately thereafter.

Speaker Nancy Pelosi already forewarned that "this is not going to be the last bill"

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

not be until Monday, April 20, 2020, although his colleagues may need to be recalled to Washington before that time.

For now, we look forward to President Donald J. Trump signing this third package into public law. Items of concern to local government are highlighted below for your review. My colleagues and I will be there to support your team throughout the implementation of this historic legislation. We sincerely hope it offers some relief in your community. Thank you again for your patience as lawmakers arrived at this bipartisan compromise.

### Coronavirus Relief Fund for State and Local Government

Section 601 of the Act will establish a \$150 billion Coronavirus Relief Fund for state, territorial, tribal and local governments. Local governments with a population of 500,000 residents are eligible to apply directly to the U.S. Department of Treasury for direct funding. Counties and cities with populations under 500,000 residents may seek resources available under the sum provided to the state government. State allocations will be determined using a formula based on population. Each state will receive at least \$1.25 billion as a floor, including a 45% set-aside of funds for local governments. Population will be determined by the most recent year for which data are available from the U.S. Census Bureau.

The Fund will offer financial relief by covering costs incurred due to the COVID-19 emergency response as revenue decline. Payments will be made within 30 days of enactment of the law. Those funds will cover: "(1) necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19); (2) were not accounted for in the budget most recently approved as of the date of enactment of this section for the State or government; and "(3) were incurred during the period that begins on March 1, 2020, and ends on December 30, 2020."

### Public Health and Emergency Response

The U.S. Department of Health and Human Services (HHS) will receive \$140.4 billion, including \$127 billion for the Public Health and Social Services Emergency Fund. The Act will provide \$100 billion for hospitals in need of assistance and \$1.32 billion in immediate supplemental funding for our Community Health Centers. The bill will infuse \$16 billion into the Strategic National Stockpile; however, without greater availability of supplies, it is not clear how effective this major investment will be in the short-term response. The bill provides another \$1.5 billion to the Centers for Disease Control and Prevention (CDC) to provide to state and local governments to purchase Personal Protective Equipment (PPE). When combined with the first supplemental, the total amount provided is \$2.5 billion for CDC State and Local Preparedness Grants. The measures seeks to increase the supply of PPE,

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

treatment and vaccinations. The Act also provides a 20% increase in the payment made to any hospital for treating a patient admitted with COVID-19. Finally, it calls for Public Health Data Surveillance and Infrastructure Modernization with a \$500 million investment to help build federal, state, and local public health data infrastructure.

The CARES Act will provide \$45 billion for the Disaster Relief Fund administered by the Federal Emergency Management Agency (FEMA) to support state and local efforts, including medical response and purchasing PPE, under emergency and major disaster declarations. The funding will be used to support FEMA facilities and information technology (IT). The bill also includes \$400 million for grants that can be disbursed in a timely manner for firefighters, emergency managers, and other providers of emergency food and shelter.

The U.S. Department of Justice (DOJ) will provide \$850 million of Byrne JAG assistance for state, local, and tribal officers responding to coronavirus. Funds will go directly to state and local governments to support criminal justice needs related to coronavirus, including "overtime for state, local, and tribal officers; personal protective equipment and supplies; and medical needs and other supplies for inmates in state, local, and tribal prisons, jails, and detention centers." There will be no match requirement.

### Food Assistance

The bill will waive the *Older Americans Act* (OAA) nutrition requirements for its meal programs to ensure that meals are available and accessible for seniors when certain food supplies are not available. It also reauthorizes Healthy Start Program to provide grants to improve access to services for women and their families. The U.S. Department of Agriculture (USDA) Food and Nutrition Service (FNS) will receive appropriations including \$8.8 billion for Child Nutrition Programs for food purchases and demonstration projects to increase flexibility for schools; \$15.51 billion for the Supplemental Nutritional Assistance Program (SNAP) to cover new waiver authorities and anticipated increases in participation; and \$450 million for the Emergency Food Assistance program for commodities and distribution through community partners, including food banks.

### "Recovery Rebates"

All U.S. residents with adjusted gross income up to \$75,000 per individual or \$150,000 per married household) will be eligible for a rebate of \$1,200 per person or \$2,400 per married couple. Americans will be eligible for an additional \$500 per child. This is true even for those who have no income, as well as those whose income comes entirely from non-taxable means-tested benefit programs, such as SSI benefits. The rebate amount is reduced by \$5 per \$100 of income exceeding the

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

\$198,000 for joint filers with no children."

### Unemployment Insurance

The Relief for Workers Affected by Coronavirus Act creates a temporary Pandemic Unemployment Assistance program. It authorizes payments for individuals who not traditionally eligible for unemployment benefits, including self-employed Americans, independent contractors, and others who cannot work as a direct result of this emergency through December 31, 2020.

The bill authorizes an emergency increase in unemployment compensation benefits, providing an additional \$600 per week payment to each recipient of unemployment insurance or Pandemic Unemployment Assistance for up to four months.

The Act also provides emergency unemployment relief for governmental entities and nonprofit organizations. Payments will be made to states to reimburse government agencies, nonprofits, or tribes for half of their costs incurred through December 31, 2020 to pay unemployment benefits.

The measure will offer an additional 13 weeks of benefits through December 31, 2020 for those who are unemployed after state unemployment benefits are depleted. Funding will be provided to states that choose to pay unemployment benefits for recipients as soon as they become unemployed instead of waiting one week before the individual is eligible to receive benefits.

### Labor Provisions

The CARES Act provides \$345 million for the Dislocated Worker National Reserve for states and communities to respond to the workforce impacts and layoffs resulting from the coronavirus.

The bill establishes a limitation on Paid Leave so that an employer shall not be required to pay more than \$200 per day and \$10,000 in the aggregate for each employee under this section. Under Section 3602, the bill establishes a limitation on Emergency Paid Sick Leave so that an employer shall not be required to pay more than \$511 per day and \$5,110 in the aggregate for sick leave or more than \$200 per day and \$2,000 in the aggregate to care for a quarantined individual or child for each employee.

Section 3603 of the Act establishes that applications for unemployment compensation and assistance with the application process, when possible, must be accessible in two ways: in person, by phone, or online.

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

instances if they are rehired by the employer.

Employers can receive an advance tax credit as the bill establishes the necessary regulatory authority to implement the tax credit advances.

The Act also establishes rules to provides single employer pension plan companies with additional time to meet their funding obligations by delaying the due date for any contribution otherwise due during 2020 until January 1, 2021.

The bill will provide a refundable employee retention credit for 50 percent of wages paid by employers subject to closure due to COVID-19. This is available to employers if their operations were fully or partially suspended because of a shut-down order or if their gross receipts declined by more than 50 percent compared to the same quarter last year. The credit -- provided up to the first \$10,000 of compensation including health benefits -- will be based on qualified wages paid to the employee and incurred March 13 through December 31, 2020. The measure would allow employers and self-employed individuals to defer payment of the employer share of the Social Security tax.

### Student Loans

Employers can provide a student loan repayment benefit of up to \$5,250 annually to employees on a tax-free basis. The payment would be excluded from the employee's income. It will apply to student loan payments made by an employer on behalf of an employee before January 1, 2021.

The CARES Act will provide temporary relief for Federal Student Loan Borrowers by instructing the Secretary of Education to defer student loan payments, principal, and interest for 6 months without penalty to the borrower for all federally owned loans until September 30, 2020.

### Small Business Administration (SBA) Resources

The bill provides \$562 million for SBA for administrative expenses and program subsidy for the SBA Disaster Loans Program.

The Act will provide \$350 billion to create the Paycheck Protection Program to provide up to eight weeks of cash flow assistance for small businesses to cover payroll, employee salaries, paid sick leave, health insurance premiums, mortgages, and other debts. The program would provide 100% federally guaranteed loans for employers who maintain their payroll during the emergency. If employers maintain their payroll, the loans would be forgiven.

The measure creates a \$10 billion program to enable expedited access to capital for

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

maintain payroll, offer paid sick leave to employees, and cover other debt obligations.

It will provides \$17 billion to cover a new requirement that SBA will pay principal, interest and fees on new and existing SBA loan products including 7(a), Community Advantage, 504, and Microloan programs for six months.

The measure waives affiliation rules for hospitality and restaurant industry businesses, franchises approved on the SBA Franchise Directory, and small businesses with Small Business Investment Company (SBIC) program financing.

The bill also provides \$265 million in grants for SBA resources partners to offer counseling, training, and assistance to small businesses affected by COVID-19. Those include Small Business Development Centers, Women's Business Centers, Minority Business Development Agency (MBDA) Minority Business Centers, and Minority Chambers of Commerce.

### Charitable Contributions

The bill will allow Americans to deduct up to \$300 of cash contributions to charitable organizations or churches, regardless of whether or not the taxpayer itemizes deductions. The bill increases the cap for individuals who itemize, suspending the 50% of adjusted gross income cap for 2020, and the cap for corporations from 10% to 25% of taxable income. Deductions for contributions of food inventory will be increased from 15% to 25% this year.

### Education

The bill will provide provide the Secretary of Education with new authorities to implement waivers for accountability and academic testing in K-12 settings under the *Elementary and Secondary Education Act*, except civil rights laws. The measure provides \$30.9 billion in education stabilization funding, including \$13.5 billion in formula grants for states. The funding will be provided directly to states, local school districts, and institutions of higher education to help schools, students, teachers, and families address needs resulting from COVID-19 related closures, including purchasing technology to facilitate online learning.

The bill appropriates \$3.5 billion in Child Care and Development Block Grants to states for immediate assistance to child care providers to "prevent them from going out of business and to otherwise support child care for families, including for healthcare workers, first responders, and others playing critical roles during this crisis." It appropriates \$750 million in federal grants for Head Start programs to address the coronavirus-related needs of children and families, including lost



[Subscribe](#)[Past Issues](#)[Translate ▼](#)

With higher education, the bill allows students to defer student loan payments for 6 months. It enables students to maintain eligibility for future Pell grants and to keep unspent money from Pell grants or student loans. Finally, universities and colleges can continue to pay students for work-study programs despite being unable to work because of COVID-19 closures.

### Economic Development

The U.S. Department of Commerce (DOC) Economic Development Administration (EDA) will receive \$1.5 billion to provide grants for states and communities suffering economic injury resulting from COVID-19.

### Community Development

The bill appropriates \$5 billion in flexible formula assistance for local governments and states under the Community Development Block Grant (CDBG) Program to address the COVID-19 pandemic. Grantees may services for senior citizens, the homeless, and public health purposes.

### Housing and Homelessness

The bill appropriates \$4 billion for Homeless Assistance Grants to state and local governments to address coronavirus among the homeless population. It provides additional waiver authority for these grants. Grantees can provide effective, targeted assistance to contain the spread of coronavirus among homeless individuals and undertake activities to prevent homelessness for individuals and families who would otherwise become homeless due to coronavirus.

The Act provides \$1.25 billion for Tenant-Based Rental Assistance to preserve Section 8 voucher rental assistance for seniors, the disabled, and low-income working families, who will experience loss of income from the coronavirus.

The Public Housing Operating Fund will receive \$685 million to provide Public Housing Agencies (PHAs) with additional operating assistance to make up for reduced tenant rent payments and contain the spread of coronavirus in public housing properties.

The bill provides \$1 billion for Project-Based Rental Assistance to make up for reduced tenant payments as a result of coronavirus. There is \$50 million in Section 202 funding for Housing for the Elderly to maintain stability and services for low-income seniors. It provides \$15 million for Section 811 Housing for Persons with Disabilities and \$65 million for Housing Opportunities for Person with Aids (HOPWA) to be provided to local communities, states, and nonprofits for projects that benefit low-income persons living with HIV/AIDS and their families. There is

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

youth. Finally, the bill includes \$2.5 million for additional fair housing enforcement.

The Act prohibits foreclosures on all federally-backed mortgage loans for a 60-day period beginning March 18, 2020. It provides up to 180 days of forbearance for borrowers of a federally-backed mortgage loan due to the COVID-19 emergency. Applicable mortgages are purchased by Fannie Mae and Freddie Mac or insured by HUD, VA or USDA insured.

The bill also provides up to 90 days of forbearance for multifamily borrowers with a federally backed multifamily mortgage loan who have experienced a financial hardship. Borrowers receiving forbearance may not evict or charge late fees to tenants for the duration of the forbearance period.

The Act improves a temporary moratorium on eviction filings for 120 days after enactment of this law. Landlord cannot initiating legal action to recover possession of a rental unit or to charge fees, penalties, or other charges to the tenant related to such nonpayment of rent. This applies if the landlord's mortgage is insured, guaranteed, supplemented, protected, or assisted in any way by HUD, Fannie Mae, Freddie Mac, the rural housing voucher program, or the *Violence Against Women Act* of 1994.

### Creditworthiness

The bill requires that furnishers to credit reporting agencies who agree to account forbearance, or agree to modified payments with respect to an obligation or account of a consumer that has been impacted by COVID-19. This credit protection will be available beginning January 31, 2020 and ending within 120 days of enactment of the bill or 120 after the date the national emergency declaration is terminated, whichever is later.

### Community and Social Services

The U.S. Department of Health and Human Services (HHS) will receive \$1 billion for Community Services Block Grant (CSBG) funding for local community-based organizations to provide a wide-range of social services and emergency assistance for those who need it most.

The Low Income Home Energy Assistance Program will provide \$900 million to states with grants to support immediate home energy assistance for low-income households affected by coronavirus.

Congress provided \$45 million for Family Violence Prevention and Services to provide additional support to family violence shelters, and \$2 million in additional support for the National Domestic Violence Hotline.

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

disability services programs, including senior nutrition, home and community-based supportive services, family caregivers, independent living, and elder justice programs.

### Transportation

The U.S. Department of Transportation will receive \$31.1 billion. That figure includes \$10 billion for Federal Aviation Administration to provide to our nation's airports through the Airport Improvement Program (AIP). The AIP funds will be distributed by formula. Another \$56 million is provided for Existing Air Service to rural communities. The Federal Transit Administration (FTA) will receive \$25 billion for transit providers, including states and local governments, for operating and capital expenses through existing FTA formulas.

### Arts and Humanities

The National Endowment for the Arts (NEA) will receive \$75 million for grants to help local, state, and regional communities provide continued access to cultural organizations and institutions of learning, while the National Endowment for the Humanities (NEH) will also receive \$75 million for grants, including funding to help local, state, and regional communities provide continued access to cultural organizations and institutions of learning.

### Elections

The Election Assistance Commission will receive \$400 million for Election Security Grants to states for the 2020 election cycle.

### Treasury Exchange Stabilization Fund

The Act will provide \$500 billions of authority for the U.S. Department of Treasury to provide loans, loan guarantees, and other investments. The authority will be distributed as follows:

*(1) Direct lending, including:*

- a. \$25 billion for passenger air carriers, eligible businesses that are certified under part 145 of title 15, Code of Federal Regulations, and approved to perform inspection, repair, replace, or overhaul services, and ticket agents;*
- b. \$4 billion for cargo air carriers; and*
- c. \$17 billion for businesses important to maintaining national security.*

*(2) \$454 billion, as well as any amounts available but not used for direct lending, for loans, loan guarantees, and investments in support of the Federal Reserve's lending facilities to eligible businesses, states, and municipalities. Federal Reserve 13(3)*

*households, businesses, and the U.S. economy.*

*All direct lending must meet the following criteria:*

- (1) Alternative financing is not reasonably available to the business;*
- (2) The loan is sufficiently secured or made at an interest rate that reflects the risk of the loan and, if possible, not less than an interest rate based on market conditions for comparable obligations before the coronavirus outbreak;*
- (3) The duration of the loan shall be as short as possible and shall not exceed 5 years;*
- (4) Borrowers and their affiliates cannot engage in stock buybacks, unless contractually obligated, or pay dividends until the loan is no longer outstanding or one year after the date of the loan;*
- (5) Borrowers must, until September 30, 2020, maintain its employment levels as of March 24, 2020, to the extent practicable, and retain no less than 90 percent of its employees as of that date;*
- (6) A borrower must certify that it is a U.S.-domiciled business and its employees are predominantly located in the U.S.;*
- (7) The loan cannot be forgiven; and*
- (8) In the case of borrowers critical to national security, their operations are jeopardized by losses related to the coronavirus pandemic.*

*Treasury will endeavor to implement a special 13(3) facility through the Federal Reserve targeted specifically at nonprofit organizations and businesses between 500 and 10,000 employees, subject to additional loan criteria and obligations on the recipient, such as:*

- (1) The funds received must be used to retain at least 90 percent of the recipient's workforce, with full compensation and benefits, through September 30, 2020;*
- (2) The recipient will not outsource or offshore jobs for the term of the loan plus an additional two years;*
- (3) The recipient will not abrogate existing collective bargaining agreements for the term of the loan plus an additional two years; and*
- (4) The recipient must remain neutral in any union organizing effort for the term of the loan.*

The Act also establishes a Congressional Oversight Commission charged with oversight of the actions of the Department of the Treasury and the Board of Governors of the Federal Reserve System.



April 6, 2020

The Honorable Nancy Pelosi, Speaker, United States House of Representatives  
 The Honorable Mitch McConnell, Majority Leader, United States Senate

The Honorable Kevin McCarthy, Republican Leader, United States House of Representatives  
 The Honorable Charles E. Schumer, Democratic Leader, United States Senate

Dear Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

As the organization representing all 50 state departments of transportation (state DOTs), the District of Columbia, and Puerto Rico, the American Association of State Highway and Transportation Officials (AASHTO) lauds Congress's historic response to the COVID-19 pandemic. We very much appreciate your significant and timely support for aviation, passenger rail, and transit operating needs provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act last month. Despite the uncertainty and rapidly-changing nature of this pandemic, state DOTs are working tirelessly to ensure the health and safety of their residents, employees, and the traveling public as they maintain their transportation systems.

We now urge Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation—the “Phase 4” emergency relief and economic recovery package. First, we request an immediate \$49.95 billion in flexible federal funding to offset what we estimate will average at least a 30 percent loss in state transportation revenues in the next 18 months. This federal backstop will help to ensure state DOTs can operate and maintain their systems without disruption and allow current transportation projects and plans to continue. Second, in order to boost years-long economic recovery that will be necessary once the national emergency subsides, Congress should look to pass a major transportation investment package in the form of surface transportation and water transportation reauthorization.

These actions to shore up our nation's highway, transit, passenger rail, and water transportation systems will send a bold signal to raise consumer and investor confidence and expectations for economic recovery, while strengthening our national transportation system for decades to come.

### **Immediate Revenue Backstop for State DOTs**

**Congress should provide \$49.95 billion as an immediate revenue backstop to state DOTs in order to prevent major disruptions in their ability to operate and maintain their transportation systems during this national emergency.** Compared to \$111 billion in state transportation revenues in FY 2019, preliminary projections from state DOTs show at least a 30 percent decline on average for the next 18 months. In addition, most recent data from INRIX shows that personal travel dropped between 38 and 44 percent nationally through the week ending March 27, 2020, and may worsen in the coming weeks. As such, AASHTO's request of \$49.95 billion in emergency funding distributed to state DOTs via formula is composed of \$16.7

billion for the remainder of FY 2020 (estimated 30 percent state revenue cut prorated over six months) and \$33.3 billion for all of FY 2021 (estimated 30 percent state revenue cut for a full year). This crucial federal backstop will prevent cancellations and delays of projects as well as potential job losses both in the State DOT workforce and the private sector.

Treatment as state revenue. Given the urgent nature of states' needs in the coming weeks and months, we request these backstop funds to be essentially treated as state revenues that would otherwise have been collected for a wide range of state DOT activities without the COVID-19 pandemic. This broad funding eligibility would recognize the fact that state transportation revenues are used for any and all transportation activities undertaken by state DOTs.

Operations and maintenance support. State DOT operations and maintenance activities should be fully eligible for funds provided as the revenue backstop. This will enable states to help pay for unusually heavy expenses resulting from extraordinary conditions caused by COVID-19, ranging from meeting payroll for state DOT workforce to prevent furloughs or layoffs to improving remote-working systems to prevent IT system overload contributing to project delivery delays and increased costs.

100 percent federal share. The estimated state revenue cuts threaten the ability to provide state and local match in the near term for the traditional Federal-aid Highway Program. In addition to supporting immediate capital, operations, and maintenance needs at state DOTs, this feature will also provide states the necessary fiscal space to meet existing debt obligations.

Sensible reporting. Taking lessons learned from past recovery efforts, we request Congress to not include maintenance of effort requirements and to avoid overlapping reporting and oversight requirements from multiple entities.

Obligation timeline. We request the backstop funds for both FY 2020 and FY 2021 to be available for obligation through September 30, 2021.

### **Platform for National Economic Recovery and Growth**

Transportation investment is a proven platform for economic activity with long-lasting mobility and productivity benefits. Yet the Fixing America's Surface Transportation (FAST) Act which has provided five years of funding stability and certainty to state DOTs will expire in just six months. In the upcoming aftermath of the economic shock due to COVID-19, Congress must take bold and historic action to revitalize our nation's economy and secure our long-term future by enacting a robust, long-term surface transportation package that invests in highway, highway safety, transit, and passenger rail programs in every state and community across America. In addition, Congress should look to once again reauthorize the Water Resources Development Act on time.

According to the US Department of Transportation's *Conditions and Performance Report*:<sup>23<sup>rd</sup> Edition</sup>, our nation's total investment backlog in 2014—the latest year available—stood at \$902 billion, comprising a highway and bridge backlog of \$786 billion and a transit backlog of \$116 billion. This cumulative backlog—resulting from decades of underinvestment—represents all



highway, bridge, and transit improvements that could be economically justified for immediate implementation.

**To address this backlog and stimulate the economy we request that you double the amount of federal surface transportation funding and reauthorize these programs for at least another six years.** These actions will finally put us on the path to eliminate this longstanding investment backlog by the end of this decade while meeting arising asset condition and performance needs to support and sustain our multiyear economic recovery and growth.

In providing these resources, we recommend that Congress utilizes contract authority for funding stability and certainty. In addition, we ask you to focus on maximizing formula-based dollars provided directly to states through the existing core formula programs and avoid incorporating untested new programs and discretionary grants that tend to add both uncertainty and additional costs to project sponsors.

To assist in enacting the next surface transportation authorization, we are proud to share [AASHTO's recommended policies](#) adopted by our Board of Directors last October for your consideration, including our Core Policy Principles:

Ensure timely reauthorization of a long-term federal surface transportation bill.

- Funding stability provided by federal transportation programs is absolutely crucial to meet states' capital investment needs, which take multiple years to plan and construct.
- A long-term transportation bill is needed in order to avoid an authorization gap upon FAST Act expiration in September 2020. Short-term program extensions cause unnecessary program disruptions and delays safety and mobility benefits to states and communities.

Increase and prioritize formula-based federal funding provided to states.

- The current federal highway program optimally balances national goals with state and local decision making.
- Formula-based transportation funding reflects the successful federal-state partnership by ensuring the flexibility necessary for each state to best meet its unique investment needs.
- Congress should increase the formula-based program's share of the Federal-aid Highway Program from 92 percent currently in the FAST Act.

Increase flexibility, reduce program burdens, and improve project delivery.

- Increase programmatic and funding flexibility to plan, design, construct and operate the surface transportation system.
- Reduce regulatory and programmatic burdens associated with federal programs that are not part of the project approval process.
- Modernize Clean Water Act, Clean Air Act, and Endangered Species Act processes to improve transportation and environmental outcomes and reduce delays.
- To streamline and improve project delivery, states should be provided with opportunities to assume more federal responsibilities and the associated accountability.

Support and ensure state DOT's ability to harness innovation and technology.

- Innovative approaches and technologies should be embraced to achieve a safer and more resilient, efficient and secure surface transportation system.
- State DOTs, as infrastructure owners and operators, need the 5.9 GHz spectrum for transportation safety and connected vehicle deployment purposes.
- Preserve state and local government authority to regulate operational safety of autonomous vehicles.
- Preserve state and local government authority to responsibly manage data collected from transportation technologies.

In addition to strengthening and securing federal highway and transit programs, we urge Congress to improve our nation's passenger rail and water transportation systems.

Ensuring Investment in America's State-supported Passenger Rail Network

Twenty-one public agencies in 18 states across the United States are responsible for 29 passenger rail routes serviced by Amtrak. At least \$55 billion has been identified by Amtrak for intercity passenger rail to support critical infrastructure, procurement of new passenger fleet, and to advance station development and ADA compliance of both the Northeast Corridor and National Network. Federal funding should be eligible for states or entities designated by a state and will dramatically improve passenger rail mobility and travel options in our nation for the long term.

Continuing our National Commitment to Improve Water Transportation

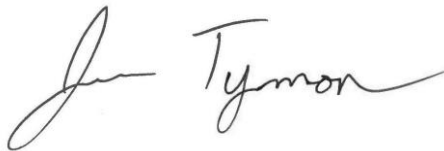
Water transportation is a vital element of the national multimodal transportation system and essential to the efficient movement of freight. AASHTO urges Congress to pass the next Water Resources Development Act (WRDA) this year which would authorize the critical U.S. Army Corps of Engineers (USACE) port, waterway, flood protection, and other water infrastructure improvements across the country. In addition to this reauthorization, it is imperative to address the growing backlog of authorized, but unconstructed USACE projects. A timely reauthorization of WRDA and supplemental funds to address this backlog will dramatically improve and modernize our ports, harbors, and waterways for the future of our nation's economic competitiveness.

Thank you again for your bold leadership during this unprecedented crisis and for your consideration of state DOTs' request for the next COVID-19-related legislation. If you have any questions, please contact Joung Lee, AASHTO's Director of Policy and Government Relations at 202-624-5818 or [jlee@ashto.org](mailto:jlee@ashto.org).

Sincerely,



Patrick K. McKenna  
President, AASHTO  
Director, Missouri DOT



Jim Tymon  
Executive Director, AASHTO

cc:

The Honorable Richard Shelby, Chair, Senate Appropriations Committee  
The Honorable Patrick J. Leahy, Ranking Member, Senate Appropriations Committee  
The Honorable Susan Collins, Chair, Senate Appropriations Subcommittee on Transportation,  
Housing and Urban Development, and Related Agencies  
The Honorable Jack Reed, Ranking Member, Senate Appropriations Subcommittee on  
Transportation, Housing and Urban Development, and Related Agencies  
The Honorable Michael Crapo, Chair, Senate Banking, Housing, and Urban Affairs Committee  
The Honorable Sherrod Brown, Ranking Member, Senate Banking, Housing, and Urban Affairs  
Committee  
The Honorable John Barrasso, Chair, Senate Environment and Public Works Committee  
The Honorable Thomas R. Carper, Ranking Member, Senate Environment and Public Works  
Committee  
The Honorable Roger Wicker, Chair, Senate Commerce, Science, and Transportation Committee  
The Honorable Maria Cantwell, Ranking Member, Senate Commerce, Science, and  
Transportation Committee  
The Honorable Chuck Grassley, Chair, Senate Committee on Finance  
The Honorable Ron Wyden, Ranking Member, Senate Committee on Finance  
The Honorable Nita M. Lowey, Chair, House Appropriations Committee  
The Honorable Kay Granger, Ranking Member, House Appropriations Committee  
The Honorable David E. Price, Chair, House Appropriations Subcommittee on Transportation,  
Housing and Urban Development, and Related Agencies  
The Honorable Mario Diaz-Balart, Ranking Member, House Appropriations Subcommittee on  
Transportation, Housing and Urban Development, and Related Agencies  
The Honorable Peter A. DeFazio, Chair, House Transportation and Infrastructure Committee  
The Honorable Sam Graves, Ranking Member, House Transportation and Infrastructure  
Committee  
The Honorable Eleanor Holmes Norton, Chair, House Transportation and Infrastructure  
Subcommittee on Highways and Transit  
The Honorable Rodney Davis, Ranking Member, House Transportation and Infrastructure  
Subcommittee on Highways and Transit  
The Honorable Richard Neal, Chair, House Ways and Means Committee  
The Honorable Kevin Brady, Ranking Member, House Ways and Means Committee



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

**MEMORANDUM**

**ITEM 4-B**

**DATE:** April 22, 2020

**TO:** MCTC Policy Board

**FROM:** Dylan Stone, Regional Planning Supervisor

**RE:** Final Rulemaking - Safe Affordable Fuel Efficient Vehicle Rule Part II

---

**I. Requested Action:**

Information and discussion. Direction may be provided.

**II. Summary:**

On March 31, 2020, the Environmental Protection Agency (EPA) and the Department of Transportation, acting through the National Highway Traffic Safety Administration (NHTSA), finalized Part II of the Safer Affordable Fuel Efficient Vehicles (SAFE) Rule. SAFE Part II sets carbon dioxide (CO<sub>2</sub>) emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years (MYs) 2021-2026.

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

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

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

**Fiscal Impact:**

No impact to the Fiscal Year 2019/2020 Budget.



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

**MEMORANDUM**

**ITEM 4-C**

**DATE:** April 22, 2020  
**TO:** MCTC Policy Board  
**FROM:** Dylan Stone, Regional Planning Supervisor  
**RE:** Senate Bill 743 Implementation Update

---

**I. Requested Action:**

Information and discussion. Direction may be provided.

**II. Summary:**

Senate Bill 743 (SB 743) was signed in 2013, with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.” When implemented, “traffic congestion shall not be considered a significant impact on the environment” within California Environmental Quality Act (CEQA) transportation analysis.

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

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

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

**Fiscal Impact:**

No impact to the Fiscal Year 2019/2020 Budget.





2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

**MEMORANDUM**

**ITEM 4-D**

**DATE:** April 22, 2020

**TO:** MCTC Policy Board

**FROM:** Dylan Stone, Regional Planning Supervisor

**RE:** Madera Amtrak Station Relocation Project – Webinar Announcement

---

**I. Requested Action:**

Information and discussion. Direction may be provided.

**II. Summary:**

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

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

**Fiscal Impact:**

No impact to the Fiscal Year 2019/2020 Budget.

# Madera Station Relocation Project

RETURN TO AGENDA



San Joaquin  
Joint Powers Authority

## Project Overview

### What is the Madera Station Relocation Project?

The existing Madera San Joaquins Station (Station), which is nearly three miles north of Madera, has extremely low ridership and lacks connecting bus service in the area due to its location. The San Joaquin Joint Powers Authority (SJJPA), in coordination with local leaders, has been planning to relocate the Madera Station to a location near Avenue 12 to better meet regional goals of improving ridership and connectivity.

### What is involved in the Project?

To comply with the California Environmental Quality Act (CEQA), it is anticipated that the Project will require an Initial Study/Mitigated Negative Declaration (IS/MND) to identify potential environmental impacts and associated mitigation measures. Once this process is complete, the Project can move forward to permitting, final design and construction. A schedule can be found on the back of this Fact Sheet.

### Who is the Lead Agency?

SJJPA is responsible for the management of the San Joaquins rail service and is the CEQA lead agency for this effort. To help ensure a successful process, the SJJPA is working closely with the Madera County Transportation Commission, Madera County, City of Madera, California State Transportation Agency (CalSTA), and the California High-Speed Rail Authority (CHSRA).



Figure 1. Current San Joaquins Route Map

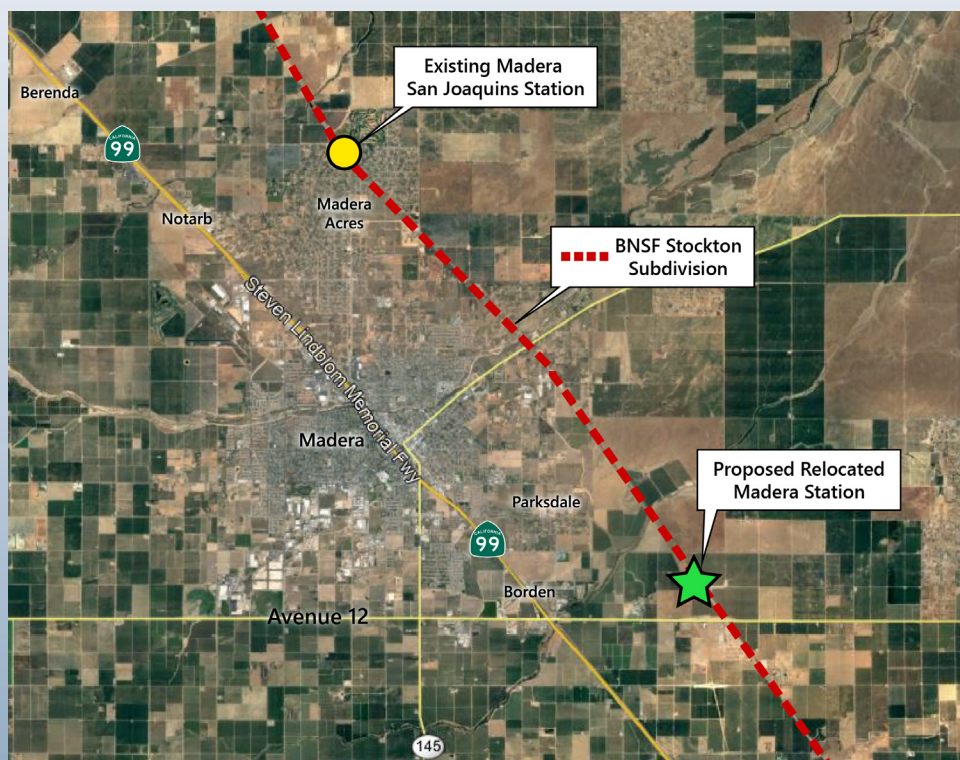


Figure 2. Current and Proposed Relocated Madera Station

## New Station Location

- Approximately 1 mile north of Avenue 12 along the BNSF railroad right-of-way and high-speed rail (HSR) corridor, and 2 miles from the Madera Community College Center
- Primarily on publicly-owned land within the Madera State Center Community College Specific Plan, which designates future development in the area and provides opportunity for transit-oriented development
- Close to approved future growth areas of Madera County

## Benefits of New Avenue 12 Station Location



Avenue 12 is a primary transit route for Madera County



Excellent access to State Route 99 with a recently updated interchange at Avenue 12 while continuing to provide access to central Madera with similar travel times



Improves access times for riders from neighborhoods in southern Madera County



Accommodates anticipated growth in southeast Madera County and north Fresno



Supports transit-oriented development (TOD) as part of the State Center Community College (SCCC) Specific Plan, which will include Madera Community College Center

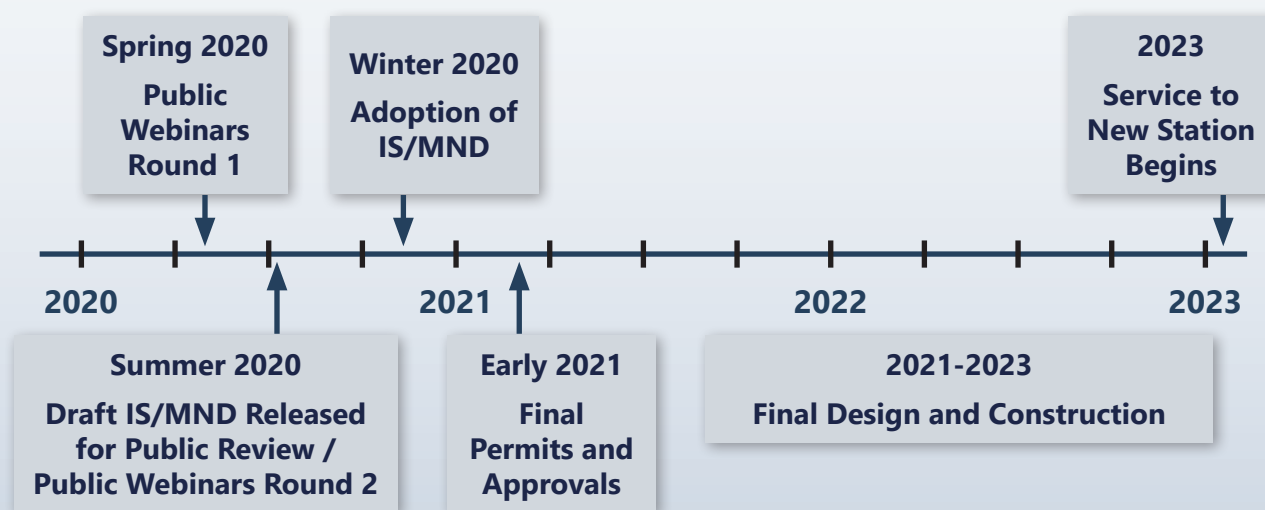


Location near Madera Community College Center will allow easy access for staff, students, and visitors



Will enable future high-speed rail service to access the Madera Station

## What is the anticipated timeline for the Madera Station Relocation?



### We want to hear from you!

#### Join our webinars for the Madera Station Relocation Project!

Webinars will be held online on May 14, 2020 in lieu of previously planned in-person open houses due to the Coronavirus. During the webinars, Project staff will provide more detailed information about the Project and provide an opportunity for interested parties to submit questions and comments. Additional webinars or in-person meetings will be scheduled as the Project proceeds.

For more information and to sign up for our email list, visit:  
[www.sjjpa.com/madera-station-relocation-project](http://www.sjjpa.com/madera-station-relocation-project)

#### Contact:

Dan Leavitt  
Manager of Regional  
Initiatives  
San Joaquin Joint Powers  
Authority  
[dan@sjjpa.com](mailto:dan@sjjpa.com)  
(209) 944-6266



**San Joaquin**  
Joint Powers Authority

**MADERA COUNTY TRANSPORTATION COMMISSION**

**EXECUTIVE MINUTES**

**Date:** March 18, 2020

**Time:** 3:19 pm

**Place:** MCTC Conference Room

**Members Present:** Chairman, Max Rodriguez, Supervisor, County of Madera  
Vice Chairman, Jose Rodriguez, Councilmember, City of Madera – call in  
Tom Wheeler, Supervisor, County of Madera – call in  
Waseem Ahmed, Councilmember, City of Chowchilla – call in  
Brett Frazier, Supervisor, County of Madera – call in  
Andrew Medellin, Mayor, City of Madera

**Members Absent:** None

**Policy Advisory Committee:** Above Members, Laura Gordon, Caltrans District 06, Office Chief - call in

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

---

MCTC sitting as the Transportation Policy Committee

**Call to Order**

**1. Pledge of Allegiance**

**2. Public Comment**

None

**3. Transportation Consent Items**

***A. Active Transportation Program Cycle 5***

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

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

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

Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1, and State Highway Account (SHA) funding. The funding/programming years are expected to include 21/22, 22/23, 23/24 and 24/25 fiscal years.

The Call for Projects is scheduled for March 25, 2020. The application postmark date is June 15, 2020.

Potential applicants are encouraged to check the [Caltrans](#) website for future updates.

**Action:** Information and Discussion.

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

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

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

PUBLIC HEARING –Wednesday, April 22, 2020 at 3:00 p.m.

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

MCTC's Unmet Transit Needs workshops are scheduled as follows:

WORKSHOP – Thursday, March 26, 2020 at 3:00 p.m.

Location: Chowchilla Library  
300 W Kings Ave, Chowchilla, CA 93610

WORKSHOP – Tuesday, April 7, 2020 at 9:00 a.m.

Location: Frank Bergon Senior Center  
238 S D St, Madera, CA 93638

WORKSHOP – Tuesday, April 7, 2020 at 2:00 p.m.

Location: Sierra Senior Center  
49111 Cinder Ln, Oakhurst, CA 93644

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

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

Item 3-B was pulled by staff for discuss further on how the Shelter in Place order by Governor Newsome will affect the Unmet Transit Needs meetings. Unmet Transit Needs Public Hearing will be postponed to Wednesday, May 20, 2020. Staff will prepare all necessary documents to notify the public concerning the postponement. Staff will continue to monitor the recent pandemic and its orders that are in place.

**Action:** Information and Discussion.

### ***C. Congestion Mitigation and Air Quality Program Award of Projects***

The primary purpose of the CMAQ Program is to fund transportation programs and projects in air quality non-attainment and maintenance areas which reduce transportation related emissions. Apportionment estimates for the MCTC 2019-20 CMAQ Cycle (FY 19/20 – FY 21/22) for the Madera Region is approximately \$5.9 million.

MCTC received applications in the amount of \$10,549,678 in eligible CMAQ funds for the MCTC 2019-20 CMAQ Lifeline/Grant Program. MCTC is requesting all applications submitted receive approval and may be programmed for funding when/if additional CMAQ funding becomes available. Upon acceptance of the MCTC 2019-20 CMAQ Lifeline/Grant Award List, the awarded projects will be



prioritized with the other current CMAQ projects in the 2019 (and 2021, if applicable) Federal Transportation Improvement Program (FTIP).

**Action:** Approve MCTC 2019-20 CMAQ Lifeline/Grant Award List

**D. Low Carbon Transit Operation Program (LCTOP) List of Projects – Resolution 20-01**

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

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

City of Chowchilla

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

City of Madera

- Transit Enhancements Farebox Modernizations - \$124,327

County of Madera

- MCC Bus Stop Shelters and Amenities - \$147,418

**Action:** Approve LCTOP List of Projects – Resolution 20-01

**E. Regional Surface Transportation Program Exchange Agreement – Resolution 20-02**

The Madera County Transportation Commission receives an annual federal apportionment of (RSTP/RSTBGP) funds to allocate to local agencies for the implementation of road projects. MCTC can exchange this federal apportionment for nonfederal State Highway Account funds paid directly from the State to MCTC. A resolution authorizing the Executive Director to sign the exchange agreement is required to be submitted to Caltrans.

**Action:** Approve Resolution 20-02 authorizing Executive Director to sign the RSTP/RSTBGP Exchange Agreement



**Transportation Consent Calendar Action on Items A, C, D, E:** Upon motion by Commissioner Andy Medellin, seconded by Commissioner Tom Wheeler to approve the Transportation Consent Calendar items (A, C, D E). A vote was called, and the motion carried.

**Action on Item 3-B:** Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Andy Medellin to approve Item 3-B. A vote was called, and the motion carried.

#### **4. TRANSPORTATION ACTION/DISCUSSION ITEM**

##### **A. Valley Voice – Sacramento Report**

The annual San Joaquin Valley Regional Planning Agencies Valley Voice trip to Sacramento was held on March 11, 2020. Executive Director Patricia Taylor and Supervisor Robert Poythress attended the trip on behalf of the Commission. Elected officials and MPO staff from the eight San Joaquin Valley counties met with representatives from the Assembly, Senate, and statewide agencies to advocate for the priority issues identified in the Valley Legislative Platform.

Supervisor Robert Poythress and MCTC Executive Director Patricia Taylor both provided a brief summary of the Valley Voice trip.

**Action:** Information and Discussion

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

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

#### **6. ADMINISTRATIVE CONSENT ITEMS**

##### **A. Executive Minutes – February 19, 2020**

Included in the Commissioner's packet was a copy of the February 19, 2020 Executive Minutes of the Policy Board.

**Action:** Approve Executive Minutes of February 19, 2020.

##### **B. Transportation Development Act MCTC Guidebook, 2020 Update**

The written Transportation Development Act (TDA) Guidebook was 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 street and road projects and was first adopted in March 2017. This 2020 update to that version includes language regarding new statutes and

regulations for 2020 and Social Service Transportation Advisory Council (SSTAC) rules that govern the actions of the SSTAC.

The Guidebook was submitted to the local jurisdictions for review and no comments were received.

**Action:** Approve Transportation Development Act MCTC Guidebook, 2020 Update

**C. *Transportation Development Act (LTF, STA) – Allocation, LTF Resolution 19-10 Amendment No. 2, STA Resolution 19-11 Amendment No. 2***

The County of Madera has requested to carryover funds from FY 2017-18 and revise its allocations.

**Action:** Approve LTF Resolution 19-10 Amendment No. 2, STA Resolution 19-11 Amendment No. 2

**D. *Appointments to the MCTC Social Service Transportation Advisory Council (SSTAC)***

The SSTAC was formed by the Madera County Transportation Commission (MCTC) Policy Board to: identifying transit needs throughout the Madera Region; review and recommend action for the MCTC to address at its unmet transit needs hearing; and advise the MCTC on any other major transit issues. The MCTC Board appoints SSTAC members for a term of three years.

SSTAC member appointments to the Council are as follows:

Pamela Mashack – Potential Transit User 60 Years or Older

Rosalind Esqueda – Representative of the Local Social Service Provider for Seniors

Ellen Moy – Representative of the Local Social Service Provider for Seniors

Annie Self – Representative of the Local Social Service Provider for Disabled

Sophia Aguilar – Representative for Persons of Limited Means

Article III, Section 99238 of the Transportation Development Act requires a minimum number of SSTAC members in specific categories. There is no maximum number of members specified in the TDA and in the interest of diversity, staff is seeking additional nominations. Specifically, staff is seeking members who represent minority groups, social service provider for seniors, and potential transit users. A complete list of SSTAC members were included in the agenda package.

**Action:** Approve the appointments of five members to SSTAC

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

## 7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

## MCTC Sitting as the Madera County 2006 Transportation Authority

## 8. AUTHORITY – CONSENT ITEMS

### A. *FY 2020-21 Measure T Estimate*

The FY 2020-21 Measure “T” Allocation Estimate was included in the agenda package. The estimate provides a not to exceed budget allocation for each Measure “T” program for each agency.

Staff requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2020-21 for each category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program which will be presented as a draft document at the June Board meeting.

**Action:** Information and discussion

## 9. AUTHORITY – ACTION/DISCUSSION ITEMS

### A. *Discussion of Measure T*

Staff presented a verbal report on the status of Measure T and will discuss potential next steps. Two flyers have been attached highlighting some of the projects that have been or will be completed soon.

**Action:** Information and discussion. Direction may be provided

## 10. Miscellaneous

### A. *Items from Caltrans*

Laura Gordon, Caltrans District 06, Office Chief provided a brief update on the local projects in Madera County.

### B. *Items from Staff*

Executive Director, Patricia Taylor, informed the Board that the San Joaquin Valley Policy Conference 2020 will be postponed until next year due to the recent pandemic (COVID-19) and shelter in place orders. It was noted that it is difficult to market in this environment. It is also unknown how long the social distancing and shelter in place orders will be in effect.

It was also noted that staff will continue to monitor the orders related to the COVID-19 pandemic and react and respond accordingly.

***C. Items from Commissioners***

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

**11. Adjournment**

Meeting adjourned at 3:54 pm

Next meeting scheduled for Wednesday April 22, 2020.

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission

**MADERA COUNTY TRANSPORTATION COMMISSION**

**EXECUTIVE MINUTES**

**SPECIAL MEETING**

**Date:** March 18, 2020

**Time:** 3:00 pm

**Place:** MCTC Conference Room

**Members Present:** Chairman, Max Rodriguez, Supervisor, County of Madera  
Vice Chairman, Jose Rodriguez, Councilmember, City of Madera – call in  
Tom Wheeler, Supervisor, County of Madera – call in  
Waseem Ahmed, Councilmember, City of Chowchilla – call in  
Brett Frazier, Supervisor, County of Madera – call in  
Andrew Medellin, Mayor, City of Madera

**Members Absent:** None

**Policy Advisory Committee:** Above Members, Laura Gordon, Caltrans District 06, Office Chief - call in

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

---

MCTC sitting as the Transportation Policy Committee

**Call to Order**

**1. Public Comment**

None

**2. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

***A. Discussion and Action on Measures to Mitigate the Impacts of the COVID-19 (Coronavirus) Pandemic***

The following email was sent to MCTC staff from the Executive Director, Patricia Taylor:

In what is probably no surprise to anyone, emergency planning and response efforts for the coronavirus (COVID-19) pandemic are our top priority.

First, any employee can temporarily use available sick leave, or vacation, if you feel you need to stay home for next few days or even the week. Certain key tasks (such as getting everyone paid) may require you to come to the office for a limited period of time. Please work with your supervisor if you plan to exercise this option.

Second, if it is possible, I am supportive of requests to work remotely. Please coordinate with your supervisor if you are able and willing to use this option, as it also reduces the number of people in the office. I will assess both this, and the leave option above, at the end of the week to see if it is appropriate to extend these options at that time.

Third, for those who will be in the office, we are implementing measures to ensure we are in compliance with the Centers for Disease Control (CDC) and California Department of Public Health (CDPH) guidelines involving the workplace. Initial measures will include the following:

- “Social distancing” of 6 feet between individuals will be adhered to in all cases except for circumstances where closer contact is necessary for work tasks to protect employee safety or to prevent injury.
- Any workstations where the 6-foot protocol is not met will need to be adjusted.
- Seating in all conference rooms will be removed and/or adjusted to maintain the 6-foot clearance between seating.
- Employees will be responsible for wiping down surfaces and doorknobs in the vicinity of their workspace on a frequent basis throughout the day.
- Custodial services will be requested to expanded to increase the frequency of sanitizing restroom facilities.
- Any meetings involving the public where social distancing cannot be easily maintained will be converted to teleconference. For in-person meetings, a teleconferencing option should be provided for those preferring to call-in.
- All employees are directed to continue practices recommended by the CDC to avoid exposure. Wash hands frequently for 20 seconds. Avoid shaking hands and avoid close contact with anyone that is ill. Do not touch your eyes, nose, or mouth with unwashed hands. If washing facilities are not convenient, utilize hand sanitizer with at least 60% alcohol. Stay home if you become ill and cover your mouth with a tissue or elbow when you cough.
- Employees and the public are encouraged to utilize the following recommended sources for more information:
- CDC website at <https://www.cdc.gov/coronavirus/2019-ncov/faq.html>

Fourth, everyone will need to identify any “mission critical” projects that you anticipate will need to be completed within the next two weeks. Please provide those items to your supervisor ASAP to ensure that they can be addressed as appropriate.

Fifth, I anticipate that the Board may proclaim a local emergency at a Special Meeting that will be held on Wednesday, March 18, 2020. This will free up resources and options for us. Please keep this confidential until the proclamation is issued.

Your flexibility during this fluid and developing situation is greatly appreciated. I have found that over the weekend, this changes daily, and we are expecting further guidance within the next 24 hours.

Thank you,  
Tricia

Staff provided updates to the Board. We continue to closely monitor developments related to the COVID-19, including direction from State and Federal authorities over the weekend. We anticipate further executive orders from Governor Newsom in the near future. In coordination with our legal team, I am continuing to take steps to minimize risk to the public and staff. I recognize the importance of providing critical services especially in difficult times. Regardless, I must balance these needs against the need to protect employees and the public. Finally, consistent with the direction from the Governor’s office yesterday, MCTC will be moving forward with viable options for remote working. We will also inform staff that they can use available sick, or other leave, if they need to stay home. A skeleton crew will remain in place to confirm key functions are completed, including payroll. The Executive Director will evaluate this process over the coming days and weeks and adjust accordingly.

**Action:** Information and discussion, direction may be provided

**B. Resolution of the Madera County Transportation Commission Policy Board Proclaiming the Existence of a Local Emergency Within the Madera County Transportation Commission (COVID-19)**

This Item (Item 2-b) was pulled from the agenda.

Included in your package is Resolution 20-03. This Resolution is of the Madera County Transportation Commission Policy Board Proclaiming the Existence of a Local Emergency Within the Madera County Transportation Commission (COVID-19). The purpose of this resolution is to allow local authority. It is imperative to prepare for and respond to suspected or confirmed COVID-19 cases within the County, and to prepare to respond to an increasing number of individuals who may require medical care. The strict compliance with regulations would prevent, hinder, or delay appropriate actions to prevent and mitigate the effects of the COVID-19, which issue cannot be timely addressed absent a declaration of emergency. This declaration will allow for some flexibility if necessary. The local emergency shall be deemed to continue to exist until its termination is proclaimed by the MCTC Policy Board.

**Action:** Item 2-B was pulled from the agenda. No Action



## 7. Adjournment

Meeting adjourned at 3:18 pm

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission

Due to the passage of the Families First Coronavirus Response Act, MCTC has adopted the following supplemental policies to the Employee Manual that will be effective April 1, 2020 through December 31, 2020 or for as long as the Families First Coronavirus Response Act is effective.

The following section supplements section “4002 Sick Leave”:

### ***Emergency Paid Sick Leave***

- (a) Full time employees working 40 hours per week may take up to 80 hours of Emergency Paid Sick Leave. Part time employees may take up to the number of hours that they work on average over a two-week period as determined by reviewing the six-month period prior to the usage of leave. If the employee has not worked for the Commission for six months, the Commission will calculate the leave entitlement based on the period during which the employee has been employed.*
- (b) Employees are entitled to Emergency Paid Sick Leave at their regular rate of pay if they are unable to work or telework for the following reasons:*
  - (1) The employee is subject to a Federal, State, or local quarantine or isolation order related to COVID-19.*
  - (2) The employee has been advised by a health care provider to self-quarantine due to concerns related to COVID-19.*
  - (3) The employee is experiencing symptoms of COVID-19 and seeking a medical diagnosis.*
- (c) Employees are entitled to Emergency Paid Sick Leave at two-thirds of the employee’s regular rate of pay if they are unable to work or telework because:*
  - (1) The employee is caring for an individual who is subject to a Federal, State, or local quarantine or isolation order related to COVID-19 or been advised by a health care provider to self-quarantine due to concerns related to COVID-19 order as described in subparagraph (1) or has been advised as described in paragraph (2) of subsection (a), above.*
  - (2) The employee is caring for a son or daughter of such employee if the school or place of care of the son or daughter has been closed, or the childcare provider of such son or daughter is unavailable, due to COVID-19 precautions.*
  - (3) The employee is experiencing any other substantially similar condition specified by the Secretary of Health and Human Services in consultation with the Secretary of the Treasury and the Secretary of Labor.*
- (d) Employees hired on or after April 1, 2020 who took the full 80 hours of Emergency Paid Sick Leave when employed by another employer are not entitled to take any additional Emergency Paid Sick Leave with the Commission. An employee who has taken some, but not all, of the Emergency Paid Sick Leave to which they are entitled, when they were*

*employed by another employer, is entitled only to the remaining portion of such leave from the Commission if the employee meets the eligibility requirements provided above.*

*(e) Leave taken as Emergency Paid Leave is in addition to any other leave accrued and does not accrue beyond 80 hours. Unused leave does not carryover for any employees.*

*Emergency Paid Sick Leave is subject to the following caps:*

*(1) \$511/Day and \$5,110 in the Aggregate for the Following Employee-Related COVID-19 Absence Reasons*

- i. The employee is subject to a Federal, State, or local quarantine or isolation order related to COVID-19.*
- ii. The employee has been advised by a health care provider to self-quarantine due to concerns related to COVID-19.*
- iii. The employee is experiencing symptoms of COVID-19 and seeking a medical diagnosis.*

*(2) \$200/Day and \$2,000 in the Aggregate for the Following Reasons Related to the Employee Taking Leave to Care for an Individual or Son or Daughter*

- i. The employee is caring for an individual who is subject to an order as described in subparagraph (1) or has been advised as described in paragraph (2).*
- ii. The employee is caring for a son or daughter of such employee if the school or place of care of the son or daughter has been closed, or the childcare provider of such son or daughter is unavailable, due to COVID-19 precautions.*
- iii. The employee is experiencing any other substantially similar condition specified by the Secretary of Health and Human Services in consultation with the Secretary of the Treasury and the Secretary of Labor*

*(f) Employees may supplement the two-thirds pay with their accrued leaves to achieve 100% of their regular rate of pay.*

*(g) The Commission may deny this leave to any health care provider or emergency responder.*

*(h) Per an agreement between the Commission and an employee, an employee may take intermittent leave as follows:*

*(1) An employee who is teleworking may take Emergency Paid Sick Leave intermittently for any qualifying reason listed above.*

*(2) An employee who is still working at the Commission's worksite may take Emergency Paid Sick Leave intermittently only if that employee has requested leave to care for their son or if the school or place of care of the son or daughter has been closed, or the child care provider of such son or daughter is unavailable, due to COVID-19 precautions.*

(i) *An employee who uses Emergency Paid Sick Leave is entitled to reinstatement to their prior position unless the position held by the employee does not exist due to economic conditions or other changes in operating conditions caused by a public health emergency during the period of leave such that the employee would not otherwise have been employed at the time of reinstatement.*

(j) *Definitions*

(1) *“Emergency responder” means the following for the purposes of employees who may be exempted from Emergency Paid Sick Leave:*

- i. Anyone necessary for the provision of transport, care, healthcare, comfort and nutrition of such patients, or others needed for the response to COVID-19; or*
- ii. Anyone who serves in the military or national guard, or as a law enforcement officer, correctional institution personnel, fire fighter, emergency medical services personnel, physician, nurse, public health personnel, emergency medical technician, paramedic, emergency management personnel, 911 operator, child welfare worker and service provider, public works personnel, and persons with skills or training in operating specialized equipment or other skills needed to provide aid in a declared emergency, as well as individuals who work for such facilities employing these individuals and whose work is necessary to maintain the operation of the facility.*

(2) *“Health care provider” means the following for the purposes of employees who may be exempted from Emergency Paid Sick Leave:*

- i. Anyone employed at any doctor’s office, hospital, health care center, clinic, postsecondary educational institution offering health care instruction, medical school, local health department or agency, nursing facility, retirement facility, nursing home, home health care provider, any facility that performs laboratory or medical testing, pharmacy, or any similar institution, employer, or entity; and*
- ii. Any individual employed by an entity that contracts with any of these institutions described above to provide services or to maintain the operation of the facility where that individual’s services support the operation of the facility. This also includes anyone employed by any entity that provides medical services, produces medical products, or is otherwise involved in the making of COVID-19 related medical equipment, tests, drugs, vaccines, diagnostic vehicles, or treatments.*

(3) *“Child Care Provider” means a provider who receives compensation for providing child care services on a regular basis. The term includes a center-based child care*

*provider, a group home child care provider, a family child care provider, or other provider of child care services for compensation that is licensed, regulated, or registered under State law; and satisfies the State and local requirements. However, under the Families First Coronavirus Response Act ("FFCRA"), the eligible child care provider need not be compensated or licensed if he or she is a family member or friend, such as a neighbor, who regularly cares for the Employee's child.*

- (4) "Son or Daughter" means a biological, adopted, or foster child, a stepchild, a legal ward, or a child of a person standing in loco parentis, who is under 18 years of age; or 18 years of age or older who is incapable of self-care because of a mental or physical disability. (29 U.S.C. 2611; 29 CFR 826.10(a).)*
- (5) "Subject to a Quarantine or Isolation Order" means a quarantine or isolation order includes quarantine, isolation, containment, shelter-in-place, or stay-at-home orders issued by any Federal, State, or local government authority that cause the Employee to be unable to work even though his or her Employer has work that the Employee could perform but for the order. This also includes when a Federal, State, or local government authority has advised categories of citizens (e.g., of certain age ranges or of certain medical conditions) to shelter in place, stay at home, isolate, or quarantine, causing those categories of Employees to be unable to work even though their Employers have work for them.*
- (6) "Individual" means an employee's immediate family member, a person who regularly resides in the employee's home, or a similar person with whom the employee has a relationship that creates an expectation that the employee would care for the person if he or she were quarantined or self-quarantined. "Individual" does not include persons with whom the Employee has no personal relationship.*

Due to the passage of the Families First Coronavirus Response Act, MCTC has adopted the following supplemental policies to the Employee Manual that will be effective April 1, 2020 through December 31, 2020 or for as long as the Families First Coronavirus Response Act is effective.

The following section supplements MCTC's FMLA/CFRA policies:

### ***Emergency Family and Medical Leave Expansion Act***

#### ***(a) Eligibility***

*Employees are eligible for up to 12 weeks of job-protected Public Health Emergency Leave if the following requirements are met:*

- (1) The employee has worked for the Commission for at least 30 calendar days, (FMLA Sec. 110(a)(1)(A);*
- (2) The employee is unable to work (or telework) due to a need to care for the son or daughter (under 18 years of age) whose school or place of care has been closed, or whose child care provider is unavailable due to a COVID-19 emergency declared by either a Federal, State, or local authority, (FMLA Sec. 110(a)(2)(A) & (B)); and*
- (3) The employee provided reasonable notice of the need for the leave.*
- (4) Protected Health Emergency Leave is a form of FMLA leave and is not in addition to any other FMLA leave.*

#### ***(b) Paid Leave***

*The first 10 days of Emergency Family Medical Leave may consist of unpaid leave unless the employee elects to utilize accumulated leaves, including Emergency Paid Sick Leave. For the remaining 10 weeks, an employee is entitled to paid leave at two-thirds of the employee's regular rate of pay. (FMLA Sec. 110(b).) However, paid leave is subject to a cap of \$200 per day and \$10,000 total.*

#### ***(c) Restoration to Prior Position***

*Employees out on Emergency Family and Medical Leave are entitled to reinstatement to their prior position unless the position held by the employee does not exist due to economic conditions or other changes in operating conditions caused by a public health emergency during the period of leave. (FMLA Sec. 110(d).)*

*If the Commission is unable to restore the employee to an equivalent position to the employee's prior position, the Commission will notify the employee if an equivalent position becomes available within 1-year of either, the date the public health emergency concludes or date which is 12 weeks after the employee started their Emergency Family and Medical Leave, (which ever date is earlier). Notification shall be by regular mail to the employees address on file.*

- (d) The provision of this section shall expire on December 31, 2020 or when the Emergency Family and Medical Leave Expansion Act is no longer effective.*

*(e) Employees shall request leave as soon as practicable and shall certify the need for leave in writing at the time of the request.*

*(f) The Commission may deny this leave to any employee who is a health care provider or emergency responder.*



## **Emergency Telecommuting Policy**

The purpose of the Emergency Telecommuting Policy is to ensure that essential Commission functions continue to be performed at an alternative location during the disruption of normal operations. The Commission will implement this Policy in keeping with the mission of the Madera County Transportation Commission. This Policy is an emergency policy and the Executive Director has discretion to withdraw the Policy if deemed necessary.

The Executive Director shall designate and authorize specific times in which an Emergency Telecommuting Agreement (“ETA” or “Agreement”) shall apply. Any ETA is subject to the terms and conditions set forth in this Policy below.

### **Eligibility Criteria**

Telecommuting is not suitable for all employees and/or positions. The Executive Director has the discretion to determine the employees and positions who may telecommute on an emergency basis utilizing criterion that includes, but is not limited to:

1. The operational needs of the Commission;
2. The potential for disruption to the Commission’s functions;
3. The ability of the employee to perform his or her specific job duties from a location separate from his or her Commission worksite (“Alternate Worksite”) without diminishing the quantity or quality of the work performed;
4. The degree of face-to-face interaction with other Commission employees and the public that the employee’s position requires;
5. The portability of the employee’s work;
6. The ability to create a functional, reliable, safe, and secure Alternate Worksite for the employee at a reasonable cost;
7. The risk factors associated with performing the employee’s job duties from a location separate from his or her Commission Worksite;
8. The ability to measure the employee’s work performance from a location separate from his or her Commission Worksite;
9. The employee’s supervisory responsibilities;
10. The employee’s need for supervision;

11. Other considerations deemed necessary and appropriate by the employee's immediate supervisor or Executive Director.

**Telecommute Assignment:**

1. Any ETA is only valid for the time period specified in the Agreement. The Agreement is invalid after this time unless the Commission approves an extension in writing. The Commission may, in its discretion, decide to terminate the Agreement earlier.
2. Employee acknowledges and agrees that the ETA is temporary and subject to the discretion of management. Telecommuting will be approved on a case-by-case basis consistent with the eligibility criteria above.
3. Non-exempt employees who receive overtime shall be assigned a work schedule in the ETA, including rest and meal breaks ("Work Schedule"). Any deviation from the Work Schedule must be approved in advance, in writing, by management. Non-exempt employees must take meal and rest breaks while telecommuting, just as they would if they were reporting to work at their Commission worksite. Non-exempt employees may not telecommute outside their normal work hours without prior written authorization from their supervisor. A non-exempt employee who fails to secure written authorization before telecommuting outside his or her normal work hours may face discipline in accordance with the Commission's policy for working unauthorized overtime.
4. Telecommuting employees are required to be accessible in the same manner as if they are working at their Commission worksite during the established telecommuting Work Schedule, regardless of the designated location for telecommuting, or "Alternate Worksite." Employees must be accessible via telephone, email, and/or network access to their supervisor and other Commission employees while telecommuting, as if working at their Commission worksite. Employees shall check their Commission-related business phone messages and emails on a consistent basis, as if working at their Commission worksite.
5. Employees shall work on a full-time basis, according to the Work Schedule. Employees are required to maintain an accurate record of all hours worked at the Alternate Worksite and make that record available to his or her supervisor upon request. Employees shall record all non-productive work time on his/her timesheet.
6. While telecommuting, employees shall adhere to the following:
  - a. Be available to the Commission via telephone and/or email during all ETA designated work hours.
  - b. Have the Alternate Worksite be quiet and free of distractions, with reliable and secure internet and/or wireless access.

- c. All periods of employees' unavailability must be approved in advance by management in accordance with department policy and documented on the appropriate leave of absence slip.
- d. Employees shall ensure dependent care will not interfere with work responsibilities.
- e. Employees must notify their supervisor promptly when unable to perform work assignments because of equipment failure or other unforeseen circumstances.
- f. If the Commission has provided Commission owned equipment, employees agree to follow the Commission's Policy for the use of such equipment. Employees will report to their supervisor any loss, damage, or unauthorized access to Commission owned equipment, immediately upon discovery of such loss, damage, or unauthorized access.

**General Duties, Obligations and Responsibilities:**

Employees must adhere to the provisions set forth in this Policy and the terms of the ETA. Any deviation from the ETA requires prior written approval from the Commission.

1. All existing duties, obligations, responsibilities and conditions of employment remain unchanged. Telecommuting employees are expected to abide by all Commission policies and procedures, rules and regulations, applicable Memoranda of Understanding, and all other official Commission documents and directives.
2. Employees authorized to perform work at an Alternate Worksite must meet the same standards of performance and professionalism expected of Commission employees in terms of job responsibilities, work product, timeliness of assignments, and contact with other Commission employees and the public.
3. Employees shall ensure that all official Commission documents are retained and maintained according to the normal operating procedures in the same manner as if working at a Commission worksite.
4. Employees may receive approval to use personal computer equipment or be provided with Commission issued equipment at the discretion of the Executive Director.
5. The Commission shall not be responsible for costs associated with the use of computer and/or cellular equipment, including energy, data or maintenance costs, network costs, home maintenance, home workspace furniture, ergonomic equipment, liability for third party claims, or any other incidental costs (*e.g.*, utilities associated with the employee's telecommuting).
6. Employees may receive a virtual private network ("VPN") account, as approved by the Executive Director.

7. Employees shall continue to abide by practices, policies and procedures for requests of sick, vacation, and other leaves of absences. Requests to work overtime, declare vacation, or take other time off from work must be pre-approved in writing by each employee's supervisor. If an employee becomes ill while working under an ETA, he/she shall notify his/her supervisor immediately and record on his/her timesheet any hours not worked due to incapacitation.
8. Employees must take reasonable precautions to ensure their devices (*e.g.*, computers, laptops, tablets, smart phones, etc.) are secure before connecting remotely to the Commission's network and must close or secure all connections to Commission desktop or system resources (*e.g.*, remote desktop, VPN connections, etc.) when not conducting work for the Commission. Employees must maintain adequate firewall and security protection on all such devices used to conduct Commission work from the Alternate Worksite.
9. Employees shall exercise the same precautions to safeguard electronic and paper information, protect confidentiality, and adhere to the Commission's records retention policies, especially as it pertains to the Public Records Act. Employees must safeguard all sensitive and confidential information (both on paper and in electronic form) relating to Commission work they access from the Alternate Worksite or transport from their Commission worksite to the Alternate Worksite. Employees must also take reasonable precautions to prevent third parties from accessing or handling sensitive and confidential information they access from the Alternate Worksite or transport from their Commission worksite to the Alternate Worksite. Employees must return all records, documents, and correspondence to the Commission at the termination of the ETA or upon request by their supervisor or Executive Director.
10. Employees' salary and benefits remain unchanged. Workers' Compensation benefits will apply only to injuries arising out of and in the course of employment as defined by Workers' Compensation law. Employees must report any such work-related injuries to their supervisor immediately. The Commission shall not be responsible for injuries or property damage unrelated to such work activities, including injuries to third persons when said injuries occur at the Alternate Worksite.
11. All of Employees' existing supervisory relationships, lines of authority, and supervisory practices remain in effect. Prior to the approval of this Agreement, supervisors and employees shall agree upon a reasonable set of goals and objectives to be accomplished. Supervisors shall use reasonable means to ensure that timelines are adhered to and that goals and objectives are achieved.

Any breach of the telecommuting agreement by the employee may result in termination of the Agreement and/or disciplinary action, up to and including termination of employment.

# Madera County Transportation Commission

## Proposed Member Assessment Fee Schedule

Annual Valley Voice Program Budget	\$29,594
Prior fiscal year carryover	\$7,406
Amount Needed FY 2020-21	<b>\$ 37,000</b>

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

### History of Member Assessment Fees

	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Chowchilla	\$1,598	\$2,237	\$2,638					
Madera	\$8,430	\$11,802	\$14,171					
County	\$9,972	\$13,961	\$17,191					
	\$20,000	\$28,000	\$34,000	\$0	\$0	\$0	\$0	\$0

Actual Expenses	\$34,393.08	\$35,405.97						
Carryforward	\$14,393.08	\$7,405.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Chowchilla	\$722	\$722	\$527	\$599	\$1,432	\$1,482	\$1,877	\$2,188
Madera	\$3,763	\$3,763	\$2,644	\$3,159	\$7,414	\$7,893	\$9,751	\$11,582
County	\$5,515	\$5,515	\$3,804	\$4,000	\$9,189	\$9,746	\$12,189	\$14,458
	\$10,000	\$10,000	\$6,975	\$7,758	\$18,035	\$19,121	\$23,817	\$28,228

Actual Expenses	\$6,975.18	\$7,757.63	\$15,010.17	\$14,878.83	\$25,852.24	\$31,349.44	\$19,071.48	\$34,203.46
Carryforward	-\$3,024.82	-\$2,242.37	\$8,035.17	\$7,120.83	\$7,817.24	\$12,228.44	-\$4,745.52	\$5,975.46

	Cum. Total Fees	Cum. Actual Expenses	Difference
Info thru FY 18-19	\$171,934	\$224,897.48	\$52,963.48
	Avg/Yr		
	\$17,193.40		

**MEMORANDUM**

**ITEM 7-A**

**DATE:** April 22, 2020

**TO:** MCTC Policy Board

**FROM:** Patricia Taylor, Executive Director

**RE:** FY 202-21 Overall Work Program and Line Item Budget

**I. Requested Action:**

Approve Fiscal Year 2020-21 Overall Work Program and Line Item Budget – Resolution 20-03

**II. Summary:**

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

This document is prepared annually as requested by Caltrans. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. The draft document was circulated for local agency and Caltrans review beginning in February. Comments received are reflected in the final document.

The Madera County Transportation Commission (MCTC) and the Madera County Transportation Authority (MCTA) are independent agencies – separate from that of the Cities and County. Therefore, all budgets, work products, and administration/operation are comparable of other Metropolitan Planning Organizations and Transportation Authorities and funding to operate the two agencies can only be utilized for transportation planning and administrative purposes.

The MCTC budget is derived from the following funding resources:

- FHWA-PL – federal planning funds
- FTA 5303 – federal planning funds
- PPM – STIP – State Planning, Programming and Monitoring funds
- TDA – Transportation Development Act administration and planning

funds

- SB-1 Sustainable Communities Grant
- Measure “T” administration funds
- Member Assessment Fees

**III. Fiscal Impact:**

No fiscal impact to the approved 2019-20 Overall Work Program and Budget



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

In the matter of  
**OVERALL WORK PROGRAM AND LINE ITEM  
BUDGET FOR FISCAL YEAR  
2020-21**

Resolution No.: **20-03**

**WHEREAS,** the Madera County Transportation Commission (Commission) has been designated the Regional Transportation Planning Agency for Madera County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations – Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

**WHEREAS,** the Commission is required by State and Federal funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

**WHEREAS,** the Commission staff has sought input from member agencies, including transit operators, and the State with respect to proposed work to be performed to satisfy State and Federal requirements, in addition to local priorities; and

**WHEREAS,** the proposed Overall Work Program has been prepared to meet State and Federal requirements; and

**WHEREAS,** the Overall Work Program is considered to be a guide for work activity and may be considered for amendment by the Commission Policy Board during the 2020-21 fiscal year; and

**WHEREAS,** the MCTC has prepared a line item budget which is consistent with the Overall Work Program; and

**NOW, THEREFORE, LET IT BE RESOLVED,** that the Madera County Transportation Commission does hereby adopt the FY 2020-21 Overall Work Program and Budget and certifies that its planning process will be implemented through this document in accordance with:

- (1) Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act);

- (2) Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101 (b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (FR Vol. 64 No. 21, 49 CFR part 26); and
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulation (49 CFR Parts 27, 37, and 38).

**BE IT FURTHER RESOLVED,** that the Commission Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications and applications for funding to State and Federal agencies identified as proposed sources of funding by the 2020-21 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

**BE IT FURTHER RESOLVED,** that the Commission will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2020.

The foregoing resolution was adopted this 22nd day of April, 2020 by the following vote:

Commissioner Andrew Medellin	_____
Commissioner Max Rodriguez	_____
Commissioner Waseem Ahmed	_____
Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____

---

Chairman, Madera County Transportation Commission

---

Executive Director, Madera County Transportation Commission



---

**STAFF REPORT**

**AGENDA ITEM 7.B**

**DATE:** April 22, 2020

**TO:** MCTC Policy Board

**FROM:** Troy McNeil, Deputy Director/Fiscal Supervisor

**SUBJECT:** FY 2019-20 Overall Work Program & Budget Amendment No. 3

**RECOMMENDED ACTION:** Approve FY 2019-20 Overall Work Program & Budget Amendment No. 3

---

**SUMMARY:** Included in your package is a letter to Caltrans requesting an amendment to the Overall Work Program & Budget, a copy of the amended budget, an amended OWP spreadsheet, and the amended work elements. The revised Budget is \$2,004,439 (an increase of \$10,000 from previously amended budget). The amendment reflects the final allocations of the federal CPG grant, adds funds for Measure T public outreach, and adjusts for actual costs versus budgeted costs regarding work hours.

The amendment is recognized in the following categories:

Revenues – (Increase \$10,000)

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

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

- Public Participation Program – increase \$10,000

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

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

---

**FISCAL IMPACT:** Adds \$10,000 to MCTC's 2019-20 Fiscal Year Budget.

---

April 22, 2020

Mr. Michael Navarro, Deputy Director  
Caltrans, District 06  
1352 W. Olive  
P.O. Box 12616  
Fresno, California 93778

**Attn: Dave Padilla, Associate Transportation Planner**

**SUBJECT:** FY 2019-20 Overall Work Program & Budget Amendment No. 3

Dear Mr. Navarro:

The Madera County Transportation Commission, at its April 22, 2020 meeting, approved Amendment No. 3 to MCTC's FY 2019-20 Overall Work Program & Budget. The overall Budget is \$2,004,439, an increase of \$10,000. Attached is a copy of the amended budget, amended OWP spreadsheet, and amended Work Elements.

The amendment is recognized in the following:

Revenues – (Increase \$10,000)

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

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

- Public Participation Program – increase \$10,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 110 – Regional Planning Database; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 151 – Alternative Transportation Activities; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 910 – MCTA Administration.

If you have any questions or require further information, please contact me at (559) 675-0721 extension 13.

Sincerely,

Patricia Taylor, Executive Director  
Madera County Transportation Commission

enclosures

tm

**FY 2019-20 Overall Work Program**

				Funds Available by Revenue Source									Total
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SB-1 Sustainable Communities	FHWA PL (021)	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	
Carryover Prior Years				525,415		0	0	149,736	0	418,979		39,882	1,134,012
Current Year Allocation				232,400	34,000	134,000	0	169,057	637,908	100,000	57,636	0	1,365,001
Carryover to Future Year				(332,088)	(6,000)	(7,324)				(134,055)		(15,107)	(494,574)
Total Available Funds	1,283,688	720,751	2,004,439	425,727	28,000	126,676	0	318,793	637,908	384,924	57,636	24,775	2,004,439

4/16/2020 9:34		Expenditures by Agency			Expenditures by Revenue Source												
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SB-1 Sustainable Communities	FHWA PL (021)	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	Total	
100	Regional Transportation Plan	116,880		116,880	6,748	6,658			0			52,087	51,387			116,880	
101	Performance Measures	17,702		17,702	2,030				0			15,672				17,702	
110	Regional Planning Database	59,491		59,491	6,824				0			52,667				59,491	
111	Traffic Monitoring Program	10,890	7,000	17,890	1,254	803			0			9,638	6,195			17,890	
112	Regional Transportation Modeling	87,614	54,500	142,114	10,049	6,251			0			77,565	48,249			142,114	
112.1	Model Update	20,568	163,000	183,568	0	21,055						0	162,513			183,568	
113	Air Quality Transportation Planning	72,923	8,000	80,923	9,282				0			64,559	7,082			80,923	
120	Goods Movement & Highways Planning	117,684		117,684	13,498				0			0	104,186			117,684	
122	Project Coordination & Financial Programming	42,469		42,469	42,469				0			0				42,469	
130	Public Transportation	93,088		93,088	7,467	3,210			0			0		57,636	24,775	93,088	
140	Other Modal Elements	116,972		116,972	13,417				0			103,555				116,972	
150	Public Participation Program	59,962	6,000	65,962	6,878	688			0			53,084	5,312			65,962	
151	Alternative Transportation Activities	65,488		65,488	65,488				0			0				65,488	
200	Transportation Program Development	188,553		188,553	21,627				0			166,926				188,553	
901	Transportation Funds Admininstration	72,624	45,000	117,624	117,624				0			0				117,624	
902	OWP & Budget	47,617		47,617	5,462				0			42,155				47,617	
903	SR 233 Corridor Study																
903.1	Phase 1	4,163	164,973	169,136	19,400				0		149,736	0				169,136	
903.2	Phase 2	9,548	139,492	149,040	17,095				0		131,945	0				149,040	
905	Project Prioritization Study																
905.1	Phase 1	1,634	40,286	41,920	4,808						37,112					41,920	
907	Board Cost & Other Expenses	14,642	29,000	43,642	15,642		28,000		0			0				43,642	
910	MCTA Administration	63,176	63,500	126,676	0			126,676	0			0				126,676	
Total Expenditures		1,283,688	720,751	2,004,439	387,062	38,665	28,000	126,676	0	0	318,793	637,908	384,924	57,636	24,775	2,004,439	

425,727

0

1,022,832

82,411

TOLL CREDITS (Non-cash match)

## Appendix B: Line-Item Budget

### Madera County Transportation Commission 2019-20 Annual Budget 16-Apr-20

Revenues	19-20 Budget	Amend #1	Amend #2	Amend #3	Amended Budget
FHWA PL	\$635,518			\$2,390	\$637,908
FHWA PL Carryover	\$343,498	\$17,520	\$26,295	(\$2,389)	\$384,924
FTA 5303	\$53,744			\$3,892	\$57,636
FTA 5303 Carryover	\$23,179	\$2,852	\$2,636	(\$3,892)	\$24,775
STIP Carryover	\$0				\$0
STIP Planning	\$0				\$0
SB-1 Sustainable Communities 19-20	\$150,103	\$18,954			\$169,057
SB-1 Sustainable Communities 18-19	\$96,476	\$53,260			\$149,736
TDA Carryover	\$170,913	\$10,374	\$12,411	(\$371)	\$193,327
TDA Administration	\$100,000				\$100,000
TDA Planning	\$132,400				\$132,400
Member Assessment Fees	\$28,000				\$28,000
MCTA Carryover	\$0				\$0
MCTA	\$109,443	\$7,205	(\$342)	\$10,370	\$126,676
Other	\$0				\$0
<b>Total Revenues</b>	<b>\$1,843,274</b>	<b>\$110,165</b>	<b>\$41,000</b>	<b>\$10,000</b>	<b>\$2,004,439</b>
Non-cash information					
Toll Credits (PL)	\$0				\$0
Toll Credits (5303)	\$0				\$0
Expenses	19-20 Budget				Amended Budget
<b>Salaries &amp; Benefits</b>					
Salaries	\$676,525				\$676,525
ICMA 401(a)	\$100,578				\$100,578
FICA, Employer	\$40,147				\$40,147
Medicare	\$9,810				\$9,810
Worker's Compensation	\$4,600	(\$1,082)			\$3,518
Health	\$152,470	(\$1,368)			\$151,102
Unemployment Insurance	\$1,008				\$1,008
<b>Subtotal Salaries &amp; Benefits</b>	<b>\$985,138</b>	<b>(\$2,450)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$982,688</b>
Direct	\$557,629				\$556,216
Indirect	\$427,509				\$426,472
<b>Indirect Costs</b>					
Advertising/Publications	\$2,000				\$2,000
Auto & Cell Allowance	\$4,200				\$4,200
Computer Software	\$1,500	\$2,000			\$3,500
Conference/Training/Educator	\$10,000	(\$2,000)			\$8,000
Equipment Leases	\$10,500	(\$500)			\$10,000
Bldg/Equip. Maint. & Repairs	\$4,000				\$4,000
Insurance	\$1,000				\$1,000
Janitorial Services	\$2,000				\$2,000
Legal Services	\$15,000				\$15,000
MCTC Audit	\$22,000				\$22,000
Membership Fees	\$4,000				\$4,000
Miscellaneous	\$4,000				\$4,000
Office Furniture	\$2,000				\$2,000
Office Supplies	\$6,000				\$6,000
Postage	\$1,000				\$1,000
Rent	\$72,000				\$72,000
Technology Related Equipment & Repairs	\$14,000	\$45,000	\$41,000		\$100,000
Telephone/Internet/Website	\$15,500	\$2,500			\$18,000
Travel Expenses	\$9,000				\$9,000
Utilities	\$8,000				\$8,000
Valley Coordination	\$6,300	(\$1,000)			\$5,300
Website Update	\$0				\$0
<b>Subtotal Indirect Costs</b>	<b>\$214,000</b>	<b>\$46,000</b>	<b>\$41,000</b>	<b>\$0</b>	<b>\$301,000</b>
<b>Other Direct Costs</b>					
Air Quality (Consultant)	\$10,000	(\$2,000)			\$8,000
Board Costs and Other Costs	\$28,000	\$1,000			\$29,000
Consultant (SB-1 Planning Grant)	\$268,136	\$76,615			\$344,751
MCTA Conference(s)/Travel	\$2,500	(\$1,000)			\$1,500
MCTA Fin Asst/Audits/Annual Report	\$24,000				\$24,000
MCTA Project Development	\$15,000	(\$2,000)	(\$2,000)		\$11,000
MCTC TDA Audits	\$12,000				\$12,000
MCTC TDA Other Admin Costs	\$30,000				\$30,000
Model Update	\$175,000	(\$12,000)			\$163,000
Other MCTA Costs	\$4,000	\$1,000	\$2,000		\$7,000
Public Participation Program	\$10,000	\$5,000		\$10,000	\$25,000
RTP EIR	\$0				\$0
RTP/SCS Development	\$0				\$0
Technical/Modeling On-Call Services	\$50,000				\$50,000
Traffic Model & GIS Support	\$4,500				\$4,500
Traffic Monitoring Program	\$7,000				\$7,000
Translation Services	\$4,000				\$4,000
<b>Subtotal Other Direct Costs</b>	<b>\$644,136</b>	<b>\$66,615</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$720,751</b>
<b>\$0</b>	<b>0</b>				<b>\$0</b>
<b>Total Expenses</b>	<b>\$1,843,274</b>	<b>\$110,165</b>	<b>\$41,000</b>	<b>\$10,000</b>	<b>\$2,004,439</b>
	\$0	\$0	\$0	\$0	\$0





## **OVERALL WORK PROGRAM Fiscal Year 2019-2020**

### **Amendment No.3**

Madera County Transportation Commission  
2001 Howard Road, Suite 201  
Madera, California 93637  
(559) 675-0721  
[www.maderactc.org](http://www.maderactc.org)

# 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 2018 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

MCTC, 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 MAP-21 and the 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 2018 RTP was adopted by the MCTC Policy Board on September 19, 2018. The RTP is the primary planning document produced by MCTC 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 MCTC consideration. The stakeholders assisting in the development and review of the RTP consist of the following: MCTC 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 began in the 16/17 fiscal year. The plan was completed in the spring of the 18/19 fiscal year and adopted by the MCTC Policy Board on September 19, 2018. The 2018 RTP utilized the 2017 RTP Guidelines for MPOs. Planning activities ancillary to the development of a successful new plan are regularly undertaken and including increasing focus 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).

MCTC retained consultant services from VRPA Technologies for the development of the 2018 RTP/SCS and EIR. MCTC in conjunction with the other seven San Joaquin Valley MPOs also retained Trinity Consulting for assistance with Air Quality related elements of the 2018 RTP/SCS, specifically related to SB 375.

### Sustainable Communities Strategy Implementation

The 2018 RTP included a sustainable communities strategy (SCS) initially based on scenario planning activities identified in previous RTP and Madera Blueprint outreach activities. MCTC engaged in an extensive public outreach campaign and agency consultation utilizing upgraded modeling tools for scenario development to build upon and enhance the SCS from its previous iteration. Environmental Justice Analysis and community participation played an important role in determining scenario development.

The preferred SCS Scenario contained in the 2018 RTP were able to meet the targets for GHG reduction set by the ARB. MCTC staff has worked to address the factors needed to create a fiscally constrained RTP and SCS which will continue to meet the GHG reduction targets. 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. The California Air Resources Board reviewed Amendment One of the 2014 RTP/SCS and in January of 2018, officially approved MCTC's first SCS plan.

The SCS developed in the 2018 RTP will use the preferred planning scenario from the previous SCS as a foundation to build upon in creating new scenarios for future analysis. The 2018 RTP/SCS and subsequent environmental document will be released for public review in the early Summer of 2018 and considered for adoption in August 2018 by the MCTC Policy Board.

### 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 FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2018 RTP will utilize performance measures to reprioritize projects for each scenario developed for the SCS. These

performance measures are found in table 6-5 of the 2018 Regional Transportation Plan/Sustainable Communities Strategy and are summarized here:

- Social Equity,
- Mobility and Accessibility,
- Economic and Community Vitality,
- Sustainable Development,
- Environmental Quality,
- Safety and Health, and
- System Performance.

#### Previous Work

1. Amend 2018 Regional Transportation Plan, Sustainable Communities Strategy.
2. Final – 2018 Regional Transportation Plan, Sustainable Communities Strategy and Environmental Impact Report.
3. Final – 2014 Regional Transportation Plan, Sustainable Communities Strategy and Environmental Impact Report.

#### Product

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

## Tasks

	Task Description	Work Schedule	% of Work
100.1	Monitor new guidelines, maintain planning data, and refine development procedures related to work on future RTP/SCS and EIR plans.	2019-20 when needed	39%
100.2	Maintain the 2018 RTP/SCS and develop amendments as necessary.	2019-20 when needed	15%
100.3	Continue to develop and optimize SCS Funding Implementation Strategy.	2019-20	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.	2019-20	10%
100.5	Work and coordinate with other government agencies within nonattainment basin to consistently present multimodal issues of valley wide concern.	2019-20 on-going	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.	2019-20 on-going	10%
100.7	Conduct RTP public involvement as needed in support of 2018 RTP amendments.	2019-20 when needed	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.	2019-20	5%
			100%

FTE: .40

<b>100 Regional Transportation Plan &amp; EIR</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	13,406	MCTC	116,880
MCTA			
FHWA-PL	103,474		
FTA-Section 5303			
STIP - PPM			
Other			
Total	116,880	Total	116,880

## **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 MCTC. 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

MCTC 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 MCTC'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 2018 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.

After the adoption of the 2018 RTP/SCS and subsequent Environmental Document, MCTC staff began the process of updating various data sets used in the planning process related to baseline condition assumptions and long range travel forecasting. These new data sets will be utilized for planning documents and technical modeling and reporting tools.

MCTC participates on the San Joaquin Valley Regional GIS Council which was formed with seven other valley MPO's. This Council was one of thirteen Regional GIS Councils developed throughout the state on behalf of the California GIS Council. The intent of the Regional Councils is to increase coordination and communication among GIS users throughout the state and to review and make recommendations on items brought forth by the California GIS Council.

## Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP.
2. Developed demographic projections by TAZ for 2040 in support of the 2014 RTP/FTIP.
3. Developed demographic projections for the 2030 San Joaquin River Crossing Study.
4. Developed demographic projections for 2050 for the San Joaquin Valley Blueprint.
5. Developed demographic projections for the 2025 Rio Mesa Area Traffic Model.
6. Developed demographic projections by TAZ for 2014 and for 2020, 2025, and 2030 for use in new model.
7. Developed basic inventory of regionally significant roads with geographic keys.
8. Established database structure for roads inventory.
9. Provided GIS training for two employees.
10. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
11. Worked with Caltrans and the local agencies to adjust the urban boundary limits according to the year 2000 Census.
12. Develop demographic projections and GIS databases for 2010 Madera County traffic model update.
13. Developed layer and database of disadvantaged communities for use in funding applications.
14. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in funding applications.
15. 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 2018 RTP and 2019 FTIP.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.

## 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.	Quarterly	10%
110.2	Update Madera County traffic model layer to include latest planning assumptions related to TAZ boundaries, significant roadway network and observed demographics data.	Monthly	25%
110.3	Maintain or reconfigure as needed layer data and database for regionally significant local roads to include “as built” configuration, planned configuration, pavement condition, maintenance status, and congestion levels.	Quarterly	15%
110.4	Maintain layer and database for bridges.	Quarterly	5%
110.5	Maintain layer and database for bicycle, pedestrian, and transit networks.	Monthly	20%
110.6	Maintain administrative layers for land use and zoning.	Monthly	10%
110.7	Maintain layer and database for disadvantaged communities and acquire bicycle and pedestrian counts to be used in this database.	Monthly	5%
110.8	Provide training for MCTC staff.	2019-20	10%
			100%

FTE: .20

<b>110 Regional Planning Database</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	6,824	MCTC	59,491
MCTA			
FHWA-PL	52,667		
FTA-Section 5303			
STIP - PPM			
Other			
Total	59,491	Total	59,491



## **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 Valleywide 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 undertook a study for Interstate 5 and State Route 99, major freight movement corridors identified as part of the United States Department of Transportation (USDOT) National Primary Freight Network and vital to Valley's economy. This study was completed on June 2016.

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged on this study. MCTC staff joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. Demonstration project for truck platooning was planned for spring of 2017 but got cancelled by the truck platooning vendor.

#### 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 joined with Fresno COG, Madera County, Fresno County and the City of Fresno in undertaking an Origin/Destination and Fiscal Impact Study. This study provided a comprehensive understanding of transportation movements and subsequent effects between Fresno and Madera Counties. The joint study consisted of two parts. Part one was an analysis of origin and destination traffic movements between the two counties. Part two provided 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. Phase One of the study was completed in the fall of 2016. Phase Two was completed in the summer of 2017.

Data collected for Phase One of the Fresno-Madera Origin/Destination study will be used to calibrate the MCTC traffic model more accurately along key goods movement corridors during the ongoing update of the traffic model during FY 2019/20 detailed in WORK ELEMENT 113.

MCTC 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.
8. Study of Short-Haul Intermodal Facilities in the San Joaquin Valley.
9. Origin/Destination with Fiscal Impact Study

### 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. Data pertinent to accurate modeling of travel data on goods movement corridors
4. 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.	2019-20	20%
120.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies.	July 2019- June 2020- as needed when new information becomes available	25%
120.3	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.	July 2019- June 2020 - as needed when new information becomes available	25%
120.4	Participate and provide technical support for planned or ongoing Valleywide Goods Movement Projects.	July 2019- June 2020- as needed	30%
			100%

FTE: .39

<b>120 Goods Movement and Highways Planning</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	13,498	MCTC	117,684
MCTA			
FHWA-PL	104,186		
FTA-Section 5303			
STIP - PPM			
Other			
Total	117,684	Total	117,684

## **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 MAP-21, FAST Act and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than have each MCTC 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.

### Previous Work

1. Madera County 2014, 2018 Regional Transportation Plans.
2. Madera County 2012, 2014, 2016, 2018 Regional Transportation Improvement Program.
3. Planning, Programming, and Monitoring of STIP projects.

### Product

1. Project transportation planning and programming support services.
2. Prioritization and financial cash flow analysis.

## Tasks

	Task Description	Work Schedule	% of Work
122.1	Maintain current with all Federal/State project programming and delivery requirements.	2019-20	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.	2019-20	30%
122.3	Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.	2019-20	45%
122.4	Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.	2019-20	5%
			100%

FTE: .15

<b>122 Project Coordination and Financial Programming</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	42,469	MCTC	42,469
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Total	42,469	Total	42,469

## **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 MCTC.

MCTC 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 MAP-21 and the FAST Act, as necessary to assist the local agencies in applying for funds from Sections 5310 and 5311.

MCTC staff will partner with the County of Madera, City of Madera, City of Chowchilla, the State of California and Tribal Governments 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. MCTC staff will continue to collaborate with Caltrans on future transit related projects.

The 2004 Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program and will strengthen the multimodal network as a whole.

MCTC staff maintains the Short Range Transit Development Plan, a five year plan completed in 2017/18 and valid through 2021/22.

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

MCTC staff will post information related to public transportation on MCTC’s website and social media pages.

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

MCTC 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. Performance management is an area of emphasis determined by the FHWA California Division and FTA Region IX.

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff was 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. The final report was released in September 2017. The next step in this project is to conduct more in-depth evaluation of the proposed concepts and locations to further refine the pilot concepts for implementation.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTP), 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 also serves target populations of elderly, persons with disabilities, and low-income to medical and other essential services.

These tasks together will support the regional planning goals by enhancing transportation system coordination, efficiency, and intermodal connectivity to keep people and goods moving.

### 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. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.
11. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.

### 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.



## Tasks

	Task Description	Work Schedule	% of Work
130.1	Continue to maintain and update information for the transit services inventory.	Monthly	5%
130.2	Monitor information for update of the RTP.	Monthly	30%
130.3	Review transit operator agreements and update as necessary.	Quarterly	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.	Quarterly	15%
130.5	Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted.	2019-20	5%
130.6	Participation on Transit Advisory Board and monitor related transit agencies.	Quarterly	10%
130.7	Transit Asset Management (TAM) Plan coordination.	2019-20	5%
130.8	Review Coordinated Plan for any necessary changes and update accordingly.	July-19— Dec-20	25%
			100%

FTE: .32

<b>130 Public Transportation</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	10,677	MCTC	93,088
MCTA			
FHWA-PL			
FTA-Section 5303	82,411		
STIP – PPM			
Other			
Total	93,088	Total	93,088

## **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

MCTC'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 MCTC. Through these activities, MCTC 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. MCTC staff will continue to address tribal concerns through a consultation process.

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. Though aimed at providing transportation for agricultural workers, the CalVans program supplies vans for students and employees of other businesses around the valley. 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. MCTC 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.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan calls for a transfer of riders from Amtrak and High Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High Speed Rail in Madera. Staff will continue to work with its partners in this planning effort throughout the 19/20 fiscal year.

The 2018 HSR Business Plan proposes to evaluate the construction between Madera and Merced for early service, including understanding the opportunity for connections to the San Joaquins line of Amtrak and Altamont Corridor Express services. This analysis will inform the 2019 Project Report. Staff will continue to work with its partners in this planning effort throughout the 19-20 fiscal year.

MCTC 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 MCTC 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 MCTC'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 Development Plan.

MCTC 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. Staff will continue assessing the opportunity to make the transportation guide more accessible by providing a digital version online and supplying member agencies with the digital version as well as the print version. The transportation guide will be updated in FY 2019 to accommodate new information and transit routes in Madera County.

## 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.
7. Madera County Transportation Guide - 2016.

## Product

1. Maintain and update website and develop promotional materials.
2. Continued update of the 2016 Madera County Transportation Guide.

## Tasks

Task Description		Work Schedule	% of Work
151.1	Represent rideshare program as required.	2019-20	10%
151.2	Provide rideshare promotional materials as required.	2019-20	5%
151.3	Develop/print promotional materials.	2019-20	20%
151.4	Maintain and update TDM activities on MCTC website.	2019-20	15%
151.5	Conduct community outreach activities as needed.	2019-20	15%
151.6	Participate in CalVans joint powers agency.	Monthly	10%
151.7	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.	2019-20	10%
151.8	Transportation Guide related updates and outreach.	July-19 – Dec-19	10%
151.9	Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.	2019-20	5%
			100%

FTE: .22

<b>151 Alternative Transportation Activities</b>			
Revenue by Source		Expenditure by Agency	
LTF	65,488	MCTC	65,488
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Total	65,488	Total	65,488

## **WORK ELEMENT: 901 TRANSPORTATION FUNDS ADMINISTRATION**

### **Objective**

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation.

### **Discussion**

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. 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. MCTC'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.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2019/20 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.

With the passage of Proposition 1B in November 2006, MCTC 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.

MCTC 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.

MCTC 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. MCTC 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.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also

responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

### 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. 2014 Triennial Performance Audit
6. 2017 Triennial Performance Audit.
7. Prop 1B: PTMISEA administration.
8. LCTOP administration.
9. SB 1 State of Good Repair administration

### Product

1. LTF/STA finding of apportionment, allocations and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2019/20 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking and reporting.
8. LCTOP allocation, application processing, tracking and reporting.
9. SGR suballocation, project list processing, tracking and reporting.

## Tasks

	Task Description	Work Schedule	% of Work
901.1	Prepare finding of apportionment for LTF/STA and make allocations.	May-20	5%
901.2	Review and Process LTF/STA claims – review for conformance with applicable TDA law, the RTP, and SRTDP.	2019-20	20%
901.3	Prepare LTF/STA financial reports.	Dec-19	20%
901.4	Conduct meeting of the SSTAC.	March – May-20	5%
901.5	Conduct Unmet Transit Needs hearing.	Apr-20	5%
901.6	Prepare Unmet Transit Needs staff report.	Apr-20	21%
901.7	Maintain appropriate financial activity records.	2019-20	5%
901.8	Contract for appropriate fiscal audits.	Aug-19	2%
901.9	Administer Prop 1B transit program – PTMISEA	2019-20	5%
901.10	Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307	2019-20	2%
901.11	Administer LCTOP Program	2019-20	5%
901.12	Administer SGR Program	2019-20	5%
			100%

FTE: .46

<b>901 Transportation Funds Administration</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	117,624	MCTC	72,624
MCTA		Audits	12,000
FHWA-PL		Translation Services	2,000
FTA-Section 5303		Public Notices	1,000
STIP - PPM		Other Costs	30,000
Other			
Total	117,624	Total	117,624

## **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 MCTC 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 MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line item budget.

### Previous Work

MCTC Overall Work Program and Budget.

### Product

1. 2020-21 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

### Tasks

	Task Description	Work Schedule	% of Work
902.1	Initiate OWP development process/review IPG and State OWP guidelines.	Nov-19	10%
902.2	Identify local project needs through public input.	Oct-May-19-20	5%
902.3	Complete Quarterly Reports.	Quarterly	20%
902.4	Develop & circulate Draft OWP and Budget for public and agency review.	Dec-Feb-20	45%
902.5	Complete & adopt Final OWP with compliance certifications and process agreement.	June-20	10%
			100%

FTE: .21

<b>902 Overall Work Program &amp; Budget</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	5,462	MCTC	47,617
MCTA			
FHWA-PL	42,155		
FTA-Section 5303			
STIP - PPM			
Other			
Total	47,617	Total	47,617

## 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 MCTC for provision of the Measure "T" Investment Plan and Annual Work Program, agency administrative functions, and funds administration. The 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.	2019-20	10%
910.2	Prepare MCTA Budget.	May-20	5%
910.3	Maintain MCTA financial records.	2019-20	20%
910.4	Review and process project claims.	2019-20	10%
910.5	Prepare Annual Work Program.	June-20	20%
910.6	Administration of Citizens' Oversight Committee.	2019-20	10%
910.7	Conduct Fiscal Audit.	Oct-19	10%
910.8	Planning, programming and monitoring of Measure "T" projects.	2019-20	10%
910.9	Attend Conferences, including Focus on the Future.	November 19	5%
			100%

FTE: .35

<b>910 MCTA Administration</b>			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF		MCTC	63,176
MCTA Admin & Planning	126,676	Financial Assistance; Audits; Annual Report	35,000
FHWA-PL		MCTA Conf/Travel/Other Costs	8,500
FTA-Section 5303		Public Outreach	20,000
STIP - PPM			
Other			
Total	126,676	Total	126,676