



MEETING NOTICE

Madera County Transportation Commission Policy Board Meeting

LOCATION

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

DATE

November 20, 2019

TIME

3:00 pm

Policy Board Members

Commissioner Andrew Medellin, Chair	Mayor, City of Madera
Commissioner Max Rodriguez, Vice Chair	Madera County Supervisor
Commissioner Waseem Ahmed	Council Member, City of Chowchilla
Commissioner Brett Frazier	Chair, Madera County Supervisor
Commissioner Jose Rodriguez	Council Member, City of Madera
Commissioner Tom Wheeler	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.

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

Item	Description	Enclosure	Action
1.	CALL TO ORDER		
2.	CLOSED SESSION		
	A. Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code §54956.9 (d)(2) and (4))		
	B. Threat to Public Services or Facilities – §54957(a) Consultation with General Counsel		
	C. Report of Closed Session Actions. (Pursuant to Government Code Section 54957.1 and 54957.7, and required reports of Closed Session actions will be made at this time.)		
3.	PLEDGE OF ALLEGIANCE		
4.	PUBLIC COMMENT		
	<p>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.</p>		
MCTC sitting as the Transportation Policy Committee			
5.	TRANSPORTATION CONSENT ITEMS		
	<p>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.</p>		
	A. Save the Date – 15th Annual San Joaquin Valley Policy Conference	Yes	Info/Disc
	B. Draft 2020 Public Participation Plan	Website	Info/Disc
	C. 2020 Meeting Schedule	Yes	Info/Disc
	D. 2019 Traffic Monitoring Program Report	Website	Accept

- | | | |
|---|-------------------------|-----------|
| E. New California Transportation Commissioners | No | Info/Disc |
| F. 2019 Annual Listing of Projects | Website | Info/Disc |
| G. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – Administrative Modification | Website | Ratify |

6. TRANSPORTATION ACTION/DISCUSSION ITEMS

- | | | |
|---|-------------------------|-----------|
| A. Draft 2020 MCTC Regional Transportation Improvement Program – Resolution 19-12 | Website | Approve |
| B. Letter of Support – High Speed Rail investment in the San Joaquin Valley | Yes | Info/Disc |
| C. One National Program Rule/SAFE Vehicle Rule – Air Quality Policy Update | Yes | Info/Disc |
| D. San Joaquin Valley Multiagency Working Group for Housing | No | Info/Disc |
| E. CalCOG Leadership Forum – Regions Rise Together, April 5-7, 2020 | No | Info/Disc |

MCTC Sitting as the Madera County Transportation Commission

- | | | |
|---|----|----------|
| 7. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE | No | Reaffirm |
|---|----|----------|

8. 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.

- | | | |
|--|-----|---------|
| A. Executive Minutes – September 19, 2019 | Yes | Approve |
| B. Executive Minutes – October 18, 2019 | Yes | Approve |
| C. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2018: City of Madera | Yes | Accept |

9. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

- | | | |
|---|-----|---------|
| A. FY 19-20 Overall Work Program and Budget – Amendment No. 1 | Yes | Approve |
|---|-----|---------|

MCTC Sitting as the Madera County 2006 Transportation Authority

10. 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.

A. Authority Administrative Code - Amendment	Yes	Info/Disc
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11. AUTHORITY – ACTION/DISCUSSION ITEMS

None

12. Miscellaneous

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

13. Adjournment	No	
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***Items listed above as information still leave the option for guidance/direction actions by the Board.**

Annotated Agenda

Madera County Transportation Commission November 20, 2019 Meeting

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **CLOSED SESSION**
 - A. **Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code §54956.9 (d)(2) and (4)**
 - B. **Threat to Public Services or Facilities – § 54957(a) Consultation with General Counsel**
 - C. **Report of Closed Session Actions. (Pursuant to Government Code Section 54957.1 and 54957.7, and required reports of Closed Session actions will be made at this time.)**
4. **PUBLIC COMMENT**

MCTC Sitting as the Transportation Policy Committee

5. **TRANSPORTATION CONSENT ITEMS**
 - A. **Save the Date – 15th Annual San Joaquin Valley Policy Conference**

Summary: The 15th Annual San Joaquin Valley Regional Policy Conference will be hosted by the San Joaquin Valley Regional Policy Council, representing eight counties within the San Joaquin Valley including Kern, Tulare, Kings, Fresno, Madera, Merced, Stanislaus and San Joaquin. The 2020 San Joaquin Valley Regional Policy Conference will take place May 13-15, 2020, in Bass Lake at The Pines Resort.

This forum provides an excellent avenue for our Valley to communicate on regional issues that impact the entire San Joaquin Valley region. (*Ebersole*)

Action: Information and Discussion

- B. **Draft 2020 Public Participation Plan**

Summary: The Madera County Transportation Commission (MCTC) is committed to involving the public in transportation planning activities. MCTC encourages the public's input in the planning process to ensure the community's needs are met. Engaging the public early and often in the process of planning and decision making is critical to the success of any transportation plan or program.

The goal of MCTC’s Public Participation Plan is to ensure continuous public notification and participation in major actions and decisions by the MCTC Policy Board. The plan will establish a baseline for the communication policies and procedures, ensuring that the public is well informed during the decision-making process. The Public Participation Plan will include goals, objectives and the corresponding methods to successfully reach all communities, including those that are traditionally underserved within the county. The elements in this plan will be based on the premise that education and awareness are critical in the transportation planning process.

Updates to the document include added federal outreach requirements and reconfigured public commenting periods.

A 45-day public review period will begin Friday, November 22, 2019 and conclude Monday, January 6, 2020. A public Meeting will take place at the MCTC Policy Board Meeting on Wednesday, January 15, 2020 at 3:00pm. The MCTC Policy Board will consider the adoption of the Draft 2020 Public Participation Plan at their regularly scheduled meeting on Wednesday, January 22, 2020 at 3:00 pm.

A copy of the Draft Public Participation Plan can be accessed from the [MCTC website](#) or can be obtained from the MCTC Offices, 2001 Howard Rd. Ste 201 Madera, CA 93637. (Ebersole)

Action: Information and Discussion

C. 2020 Meeting Schedule

Summary: Included in your packet is a schedule for the 2020 Technical Advisory Committee Meetings and the Madera County Transportation Commission Policy Board Meetings. (Kingsley)

Action: Information and Discussion

D. 2019 Traffic Monitoring Program Report

Summary: The Madera County Traffic Monitoring Program – 2019 Traffic Volume Report has been developed as part of MCTC’s FY 2019/20 Overall Work Program (OWP). This report is published annually and provides current traffic count information for planning and engineering projects. The full report, including all supporting data, is available on the [MCTC website](#). (Davies)

Action: Accept the 2019 Traffic Volume Report

E. New California Transportation Commission Appointments

Summary: Governor Newsom has appointed two new CTC commissioners.

Tamika Butler, 34, of Los Angeles, has been appointed to the California Transportation Commission. Butler has been California director of planning and director of equity and inclusion at Toole Design Group since 2017. She has been principal and owner of Tamika L. Butler Consulting since 2017. She was executive director of the Los Angeles Neighborhood Land Trust from 2017 to 2018, executive director of the Los Angeles County Bicycle Coalition from 2014 to 2017, and director of social change strategies at the Liberty Hill Foundation in 2014. Butler was western regional director at Young Invincibles from 2012 to 2014 and an attorney for Legal Aid at Work from 2008 to 2012. She earned a Juris Doctor degree from Stanford Law School. This position requires Senate confirmation and the compensation is \$100 per diem. Butler is a Democrat.

Hilary Norton, 51, of Los Angeles, has been appointed to the California Transportation Commission. Norton has been executive director of Fixing Angelenos Stuck in Traffic (FAST) since 2008 and operates the FASTLinkDTLA Transportation Management Organization. She was vice president of legislative affairs at the Central City Association of Los Angeles from 2000 to 2008. Norton served as housing and transportation deputy for California State Assemblymember Gilbert Cedillo from 1999 to 2000, chief of staff to Los Angeles City Council member Richard Alatorre from 1995 to 1999, lead legislative deputy for Los Angeles City Council member Richard Alarcon from 1993 to 1995 and legislative deputy for Los Angeles City Council member Mark Ridley-Thomas from 1992 to 1993. Norton earned a Master of Public Policy degree from the Harvard University John F. Kennedy School of Government. This position requires Senate confirmation and the compensation is \$100 per diem. Norton is a Democrat.

(Taylor)

Action: Information and Discussion

F. 2019 Annual Listing of Projects

Summary: Federal legislation requires that Metropolitan Planning Organizations (MPOs) either publish or make available an annual listing of projects for which federal funds have been obligated in the preceding year. This listing is required to be consistent with the categories identified within the Federal Transportation Improvement Program (FTIP).

Commission staff recently published the 2019 Annual Listing of Projects on the [MCTC Website](#), which includes a list of federally funded projects that were obligated during the Federal FY 2018-19, and are shown by specific program. (*Findley*)

Action: Information and Discussion

G. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – Administrative Modification

Summary: Amendment No. 8 (Type 1 - Administrative Modification) to the 2019 Federal Transportation Improvement Program updates the State Highway Bridge Program (HBP), per Caltrans request.

Amendment No. 8 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. The amendment is available on the [MCTC Website](#). (*Findley*)

Action: Ratify 2019 FTIP Amendment No. 8 – Administrative Modification

6. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Draft 2020 MCTC Regional Transportation Improvement Program (RTIP) – Resolution 19-12

Summary: As directed by Governor Newsom’s [Executive Order N-19-19](#), The California Department of Transportation (Caltrans), Division of Transportation Programming, has prepared the [Draft 2020 Interregional Transportation Improvement Program](#) (ITIP). The purpose of the ITIP is to fund projects that improve interregional mobility for people and goods across the State of California on highway and rail corridors of strategic importance. The ITIP compliments congestion reduction activities within the urbanized areas of the State, funded by the Regional Transportation Improvement Program (RTIP), and other funding sources.

The Draft 2020 Interregional Transportation Improvement Program (ITIP) proposes to delete the State Route 99 – Avenue 7 to Avenue 12 Widening, Safety Project. MCTC is requesting that the proposed deleted project be reinstated in the Draft 2020 ITIP.

The Draft 2020 Regional Transportation Improvement Plan (RTIP) for the Madera Region is presented for approval to submit to the California Transportation Commission (CTC). The RTIP must be submitted to the CTC by December 15, 2019. The Draft 2020 MCTC RTIP may be found on the [MCTC Website](#). *(Taylor, Findley)*

Action: Approve 2020 MCTC Regional Transportation Improvement Program (RTIP) Resolution 19-12

B. Letter of Support – High Speed Rail investment in the San Joaquin Valley

Summary: Staff has prepared a letter of support regarding the continued investment by the California High Speed Rail Authority into the San Joaquin Valley.

The letter highlights support related to plans and policies of the Governor’s Office and the Authority to pursue a completed Merced to Bakersfield segment and interim operating service including a stop at Madera. The segment could be utilized in the interim by Amtrak San Joaquins greatly improving the service in the San Joaquin Valley over existing conditions.

Some members of the State Assembly AND High Speed Rail Board have expressed concerns with continuing to fund the already under construction segment in the San Joaquin Valley and would prefer to see funding shift to rail projects in Southern California and the Bay Area. \$4.8 billion has been identified to complete the Merced to Bakersfield Segment and are at risk of disinvestment in the San Joaquin Valley should the Authority change its course.

MCTC Staff spoke in support of completing the Merced to Bakersfield Segment at the State Assembly Transportation Committee Hearing held on November 12, 2019 in Fresno and will likewise attend the December 2019 Authority Board Meeting to do the same. *(Stone)*

Action: Information and Discussion

C. SAFE Vehicle Rule – Air Quality Policy Update

Summary: The final “One National Program” Rule was published in the Federal Register on September 27, 2019, effective November 26, 2019. No grace period will occur.

The One National Program Rule finalization withdrawals California’s Clean Air Act (CAA) waiver authority invalidating the California Resources Board’s current emissions inventory models (EMFAC14 and EMFAC17).

Planning Impacts

The transportation planning impacts for planned MCTC activities are as follows:

Spring 2020 – MCTC will not have the ability to amend the 2018 Regional Transportation Plan (RTP) as needed to be consistent with the 2020 State Transportation Improvement Program (STIP).

Fall 2020 – MCTC will not be able to adopt the 2021 Federal Transportation Improvement Program (FTIP). FTIP update require an air quality conformity analysis of the roadway projects to demonstrate compliance with Federal criteria pollutant budgets for the region.

Fall 2022 – MCTC will not be able to adopt the 2022 RTP or the 2023 FTIP. Both documents require an air quality conformity analysis of the roadway projects to demonstrate compliance with Federal criteria pollutant budgets for the region. As a component of the RTP, a Sustainable Communities Strategy (SCS) must be developed demonstrating reductions in Greenhouse Gas (GHG) emissions. The SCS emissions are measured using now invalid EMFAC models.

For state planning efforts, the One National Program Rule jeopardizes attainment demonstrations, rates of progress, and conformity budgets contained in San Joaquin Valley State Improvement Plans (SIP). Currently, the Valley MPOs rely on conformity budgets from four separate SIPs for ozone, PM2.5, and PM10.

SAFE Rule Part II

The final “One National Program” Rule was part one of the SAFE Vehicle Rule. Part two is designed to invalidate efficiency vehicle emission standards assigned to the future publicly available vehicle market in the U.S. The Administration is expected to push through part two before the close of 2019.

CARB Activity

CARB staff is working to develop an alternative EMFAC tool for use for planning activities within the state. The process is in very preliminary stages and its development and usage face the same uncertainty associated with much of the topics surrounding the SAFE Vehicle Rule. MCTC Staff will follow up with more information as it becomes available.

(Stone)

Action: Information and Discussion. Direction may be provided.

D. San Joaquin Valley Multiagency Working Group for Housing

Summary: AB 101 provided Planning Support Grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment. The San Joaquin Valley is forming a Multiagency Working Group to administer these funds. The first meeting of the Working Group for Housing will be January 17th in Fresno after the SJV Policy Council meeting. More information and details will be forwarded as soon as they are available. *(Taylor)*

Action: Information and Discussion

E. CalCOG Leadership Forum – Regions Rise Together, April 5-7, 2020

Summary: The California Association of Councils of Governments is holding their annual Leadership Forum April 5 to April 7, 2020 at the Riverside Convention Center. This year's theme is "Regions Rise Together". Visit their website for more information [CALCOG Website](#). If you are interested in attending, please contact Sheila Kingsley. *(Taylor)*

Action: Information and Discussion

MCTC sitting as the Madera County Transportation Commission

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

8. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – September 18, 2019

Summary: Included in your packet is a copy of the September 18, 2019 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of September 18, 2019

B. Executive Minutes – October 18, 2019

Summary: Included in your packet is a copy of the October 18, 2019 Special Meeting Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of October 18, 2019

C. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2018: City of Madera

Summary: MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2018 for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings. *(McNeil)*

Action: Accept the FY 2017-18 TDA Fund Audit Report for the City of Madera

9. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. FY 19-20 Overall Work Program and Budget – Amendment No. 1

Summary: Included in your package is a letter to Caltrans requesting an amendment to the Overall Work Program and Budget, a copy of the amended budget, and amended work elements. The revised Budget is \$1,953,439 (increase of \$110,165 from original budget). The amendment reflects changes due to unexpected technology repair costs, actual carryover of budgeted contract expenditures from FY 2018-19, and an adjustment for actual costs incurred versus budgeted costs. A new Work Element (905) was added for the Project Prioritization Study.

The amendment is recognized in the following:

Revenues – (Increase \$110,165)

- FHWA PL Carryover – increase \$17,520
- FTA 5303 Carryover – increase \$2,852
- SB-1 Sustainable Communities Grant Carryover 18-19 – increase \$53,260
- SB-1 Sustainable Communities Planning Grant – increase \$18,954
- TDA Carryover – increase \$10,374
- MCTA – increase \$7,205

Salaries & Benefits – (Decrease \$2,450)

- Worker’s Compensation – decrease \$1,082
- Health – decrease \$1,368

Indirect Costs – (Increase \$46,000)

- Computer Software – increase \$2,000
- Conference/Training/Education – decrease \$2,000
- Equipment Leases – decrease \$500

- Technology Related Equipment & Repairs – increase \$45,000
- Telephone/Internet/Website – increase \$2,500
- Valley Coordination – decrease \$1,000

Other Direct Costs – (Increase \$66,615)

- Air Quality (Consultant) – decrease \$2,000
- Board Costs and Other Costs – increase \$1,000
- Consultant (SB-1 Planning Grant) – increase \$76,615
- MCTA Conference/Travel – decrease \$1,000
- TDA Audits – decrease \$2,000
- Model Update – decrease \$12,000
- Other MCTA Costs – increase \$1,000
- Public Participation Program – increase \$5,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 101 – Performance Measures; 110 – Regional Planning Database; 111 – Traffic Monitoring Program; 112 – Traffic Modeling; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 140 – Other Modal Elements; 150 – Public Participation Program; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 903 – Sustainable Communities Planning Grant; 905 – Project Prioritization Study; 907 – Board Cost & Other Expenses; 910 – MCTA Administration (*McNeil*)

Action: Approve FY 19-20 Overall Work Program and Budget – Amendment No. 1

MCTC Sitting as the Madera County 2006 Transportation Authority

10. AUTHORITY– ADMINISTRATIVE CONSENT ITEMS

A. Authority Administrative Code - Amendment

Summary: The Authority Administrative Code was recently reviewed, and it was determined that very minor updates needed to be made. A draft is now available for comments. This item will be brought to the Board at its January 2020 meeting for approval. (*McNeil*)

Action: Information and Discussion

11. AUTHORITY – ACTION/DISCUSSION ITEMS

None

12. Miscellaneous

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

13. Adjournment

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

[Return to Agenda](#)

SAVE THE DATE

MAY 13th - 15th 2020



The 15th Annual San Joaquin Valley Policy Conference Bass Lake, Madera County

Hosted by Madera County Transportation Commission.
Make hotel reservations now by calling the Pines Resort at
559-692-8816.

We look forward to seeing you there!

SAN JOAQUIN VALLEY



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GETTING THERE TOGETHER

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2020
MEETING SCHEDULE FOR
TECHNICAL ADVISORY COMMITTEE

*Meetings will be held in the Madera County Transportation Commission's
Conference Room
Commencing at 1:30 p.m.*

January	13	July	13
February	10	August	10
March	09	September	14
April	13	October.....	13 (Tuesday)
May	11	November	09
June	08	December	14*

August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.

**Dates may change*





2020
MEETING SCHEDULE FOR
MADERA COUNTY TRANSPORTATION COMMISSION

*Meetings will be held in the Madera County Transportation Commission's
Conference Room*

Commencing at 3:00 p.m.

January	22	July	22
February	19	August	19
March	18	September	23
April	22	October.....	21
May	20	November	18*
June	17	December	23*

August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.

**Dates may change*





STAFF REPORT

AGENDA ITEM 6.A

DATE: November 20, 2019

TO: MCTC Policy Board

FROM: Patricia Taylor, Executive Director

SUBJECT: Draft 2020 MCTC Regional Transportation Improvement Program – Resolution 19-12

RECOMMENDED ACTION: Approve 2020 MCTC Regional Transportation Improvement Program (RTIP) Resolution 19-12

SUMMARY: The California Department of Transportation (Caltrans) has prepared the Draft 2020 Interregional Transportation Improvement Program (ITIP). The purpose of the ITIP is to fund projects that improve interregional mobility for people and goods across the State of California on highway and rail corridors of strategic importance. The ITIP compliments congestion reduction activities within the urbanized areas of the State, funded by the Regional Transportation Improvement Program (RTIP), and other funding sources.

The Draft 2020 ITIP proposes to delete the State Route 99 – Avenue 7 to Avenue 12 Widening, Safety Project. MCTC is requesting that the proposed deleted project be reinstated in the Draft 2020 ITIP. The MCTC 2020 RTIP must be submitted to the California Transportation Commission (CTC) by December 15, 2019.

FISCAL IMPACT: There is no impact to MCTC’s 2019-20 Fiscal Year Budget.

STATE CAPITOL
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SACRAMENTO, CA 95814
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California State Senate

SENATOR
CATHLEEN GALGIANI
FIFTH SENATE DISTRICT



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FAX (209) 576-6277

October 8, 2019

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: 2020 Draft Interregional Transportation Improvement Program

Dear Commissioners,

We, the undersigned Senators representing the San Joaquin Valley, are concerned that the Governor is eliminating visibility on transportation priorities that will effectively setback priority projects and erode voter/taxpayer confidence in government after placing their faith in politicians when they passed Prop 1B. Specifically, the ITIP removes SR 99 funds critical to congestion relief and the movement of agricultural products. Locally, the Governor's draft jeopardizes a Federal INFA grant for the North County Corridor, because the promised Hwy 120 by-pass money (\$91M ITIP) which was promised in a 2008 CTC resolution is not funded in this document. This document also puts some ITIP funding into reserve for rail, with no guarantees for Valley rail projects.

The deprogramming of Highway 99 projects for SR 99 in Madera County and in Tulare County for a total of \$17 M are a reversal of the commitment to improve safety and capacity of this critical goods movement route through the San Joaquin Valley. SR 99 is listed as one of the most dangerous highways in the United States and is a lifeline for transportation and movement of goods and agricultural products for all of California. These projects were part of the promise of Proposition 1B approved by the voters. The draft reallocates \$28,673,000 in Prop 1B money that was specifically meant for SR 99 capacity projects.

In 2008, Caltrans and CTC committed \$91M of future ITIP funding for the North County Corridor (see attached CTC Resolution G-08-08 (items 2.8 & 2.9) and letter from former Caltrans Director, Will Kempton). It was the intent of CTC to nominate the \$91 million in the 2010 ITIP for programming of an ITIP-eligible project segment. Due to zero STIP in 2010, this commitment could not be fulfilled.

StanCOG was awarded a \$20M TIGER grant in December 2018, the only one in the state. This year StanCOG received a Build grant of \$20M for ROW the phase which needs to be allocated prior to September 30, 2020. The BUILD Grant is for 3-mile segment from Coffee Road to Claus Road-Phase I of the North County Corridor.

USDOT has approved the County's plan to use the \$20M Build grant for the ROW phase. The project is identified as a project of regional significance in the Stanislaus County Measure L Expenditure Plan. The County is developing finance plan and cash flow analysis for \$151M Phase 1 project. Local funds are being used for PS&E. The plan utilizes \$20M BUILD grant combined with local funds to obtain ROW for Phase I. The plan relies on utilizing \$30M of ITIP for Phase 1 construction. The North County Corridor program relies on \$15M of ITIP needed in 22/23 and \$15M of ITIP needed in 23/24. County/StanCOG submitted the justification and request to be included in the ITSP.

The County and StanCOG requested that Caltrans make a recommendation to CTC to program \$30M of ITIP funds for the North County Corridor project (\$15M in 22/23 and \$15M in 23/24). The County and Caltrans are to enter into an agreement with USDOT for the BUILD grant. The Governor's draft jeopardizes the a Federal INFA grant for the North County Corridor, because the Hwy 120 by-pass money (\$91M ITIP) which was promised in a 2008 CTC resolution is being pulled.

The draft ITIP also reserves \$61,331,000 to spend on rail in accordance with the governor's recent executive order, with no indication that these funds will be spent in the Central Valley. The combination of these changes to the draft ITIP are potentially another instance of the San Joaquin Valley being sidelined and cut out of the transportation funding plans of the state. We respectfully request that the CTC retain the SR 99 projects and program the promised funding for the North County Corridor.

Sincerely,



Senator Cathleen Galgiani
Senate District 05



Senator Anna Caballero
Senate District 12



Senator Melissa Hurtado
Senate District 14

Assembly
California Legislature



JIM PATTERSON
ASSEMBLYMAN, TWENTY-THIRD DISTRICT

October 30, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

As a member of the Legislature representing Highway 99 through Fresno County, I join the Madera County Transportation Commission (MCTC) in their strong opposition regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP).

The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

SR 99 is the backbone of California's goods movement system and has higher than average truck percentage volumes. The slow down created when SR 99 goes from three down to two lanes in each direction is dangerous. Cal Trans' report even notes the "bottleneck" created at these sections along this major freight corridor. This project would substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users.

It is my hope that the funds for SR-99 in Madera as well as Tulare County would be returned to the ITIP plan so that transportation corridors in the Central Valley aren't left behind.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Patterson", written over a circular stamp.

Jim Patterson
Assemblyman, 23rd District

COMMITTEES
VICE CHAIR: APPROPRIATIONS
VICE CHAIR: GOVERNMENTAL
ORGANIZATION
INSURANCE
HEALTH
TRANSPORTATION
WATER, PARKS AND WILDLIFE

Assembly California Legislature



FRANK BIGELOW
ASSEMBLYMEMBER, FIFTH DISTRICT

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2441 HEADINGTON ROAD
PLACERVILLE, CA 95667
(530) 295-5505

November 4, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

I would like to express my strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. Madera County Transportation Commission (MCTC) worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

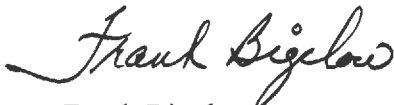
Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (CO₂) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,



Frank Bigelow
Assemblymember, 5th District



October 22, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

The Madera County Economic Development Commission would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. Currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. The Madera County Transportation Commission (MCTC) worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera County has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program.

"Madera County, The Perfect Location"



It appears the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, poultry, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling across the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported within the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

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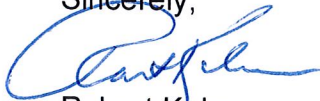
Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

Appendix A of the Draft 2020 ITIP correctly identifies this project will provide benefits to American with Disabilities Act (ADA) facilities, make improvements to bicycle and pedestrian facilities and provide congestion relief to reduce Greenhouse Gas Emissions. Despite the Project Programming Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that “The sections of freeway to the north and south of this segment are existing six lane roadways.” The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,



Robert Kahn
Executive Director

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board



MEMBERS OF THE BOARD

BRETT FRAZIER, District No. 1
DAVID ROGERS, District No. 2
ROBERT L. POYTHRESS, District No. 3
MAX RODRIGUEZ, District No. 4
TOM WHEELER, District No. 5

RHONDA CARGILL, Chief Clerk of the Board

October 15, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman;

The Madera County Board of Supervisors would like to express our strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

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Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

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Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

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Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that “The sections of freeway to the north and south of this segment are existing six lane roadways.” The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,



Brett Frazier
Chairman, Madera County Board of Supervisors

BF/ns

cc: Honorable Governor Gavin Newsom
Honorable Lt. Governor Eleni Kounalakis
California State Senate Members
California State Assembly Members
CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Samir Sheikh, Executive Director San Joaquin Valley Air Pollution Control District
Madera County Transportation Commission Policy Board
Rural County Representatives of California
California State Association of Counties
Shaw/Yoder/Antwih/Schmezler & Lange

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AHPA

American Honey Producers Association

October 14, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

American Honey Producers Association would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project. Also, there are thousands of semi loads of bees going in and out of the multi-million dollar almond groves providing essential pollination of those crops among others. The more the loads sit during the day on congested highways the more bees we lose and endangers the public.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. MCTC worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently. SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is

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Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (CO₂) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

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Sincerely,



Chris Hiatt
Vice President, AHPA

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board

CITY OF CHOWCHILLA CALIFORNIA



November 12, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

The City of Chowchilla would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

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This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (CO₂) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

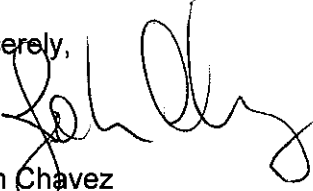
While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

Appendix A of the Draft 2020 ITIP correctly identifies this project will provide benefits to American with Disabilities Act (ADA) facilities, make improvements to bicycle and pedestrian facilities and provide congestion relief to reduce Greenhouse Gas Emissions. Despite the Project Programming Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway

to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,

A handwritten signature in black ink, appearing to read "John Chavez". The signature is fluid and cursive, with a large initial "J" and "C".

John Chavez
Mayor

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board



November 13, 2019

Chairwoman Fran Inman
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: DRAFT 2020 ITIP—SOUTH MADERA 6 LANE WIDENING PROJECT

Dear Chairwoman Inman:

The Merced County Board of Supervisors would like to express its strong opposition to the removal of the Highway 99—South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP).

While environmental review work is already underway for this project, the ITIP puts \$9 million in funding for Plans, Specifications, and Estimates (PS&E) on the chopping block. The deletion of this funding would be a significant setback for the future of this project, which is greatly needed to reduce congestion and improve safety along Highway 99 in our region.

Though this project does not cross over into Merced County, the Board of Supervisors recognizes the importance of making improvements to our region as a whole. As our neighbors find success, so do we. Highway 99 is a major corridor for commuters and commodities alike. Two-lane bottlenecks are a hindrance to both motorist safety and economic advancement.

Highway 99 is also vitally important to the effective movement of perishable agricultural products from the San Joaquin Valley. Approximately 25 percent of food in the United States comes from this region.

By reducing another bottleneck, we would greatly improve goods movement along Highway 99. It is estimated that the current 500 million tons of commodities transported through the San Joaquin Valley annually will increase to 800 million by 2040. Investing in the South Madera 6 Lane Widening Project would allow us to experience this valuable growth in a safe and effective manner. The alternative is more delays, collisions, injuries and fatalities on what is already a very dangerous section of freeway.

It's also important that we take into account the opportunity to improve air quality in the Valley. Removing another bottleneck would go a long way toward meeting the state's stricter air quality standards in a region that is already at a disadvantage due to its bowl-like geography.

Board of Supervisors

Rodrigo Espinoza
Supervisor, District One

Lee Lor
Supervisor, District Two

Daron McDaniel
Supervisor, District Three

Lloyd Pareira
Supervisor, District Four

Scott Silveira
Supervisor, District Five

James L. Brown
County Executive Officer

Merced County
Administration Building
2222 "M" Street
Merced, CA 95340
(209) 385-7366
(209) 726-7977 Fax
www.countyofmerced.com

Equal Opportunity Employer

*Striving for
Excellence*

Again, the Board of Supervisors has a first-hand understanding of the issues and opportunities along Highway 99 considering more than 35 miles run through Merced County. When an opportunity to improve the San Joaquin Valley and the State of California exists, we need to support it. A focus should continue to be placed on reducing congestion along Highway 99, and restoring PS&E funding for the South Madera 6 Lane Widening Project would be a crucial step in realizing that goal. The aforementioned benefits of the project should speak volumes.

Thank you for your consideration in this matter.

Sincerely,



Lloyd Pareira, Chairman
Merced County Board of Supervisors

cc: The Honorable Anna Caballero, Member of the State Senate
The Honorable Adam Gray, Member of the State Assembly
The Honorable Brett Frazier, Chairman of the Madera County Board of Supervisors
Paul J. Yoder, Partner, Shaw/Yoder/Antwih/Schmelzer & Lange
Karen Lange, Partner, Shaw/Yoder/Antwih/Schmelzer & Lange

October 9, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814



RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

The California Trucking Association would like to express its concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. MCTC worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

Finally, despite the controversial nature of fuel tax increases, the California Trucking Association supported SB 1 and Prop 69 and opposed Prop 6, recognizing the importance of funding road repair and responsible and necessary capacity expansions.

The slogan of that campaign, "Promises Made, Promises Kept", has been muddled by recent actions. The State must keep the public's trust that it is a responsible and honest steward of fuel tax dollars.

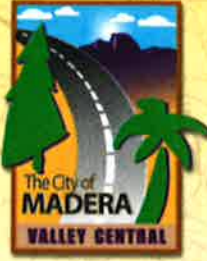
In that spirit, the CTA and its members will continue to work with the administration and the legislature as it implements Executive Order N-19-19.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eric Sauer". The signature is written in dark ink on a white background.

Eric Sauer
Senior Vice President of Government Affairs
(916)373-3562

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board



November 6, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

City of Madera would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is \$9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. MCTC worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not

consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces several agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (CO₂) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

Appendix A of the Draft 2020 ITIP correctly identifies this project will provide benefits to American with Disabilities Act (ADA) facilities, make improvements to bicycle and pedestrian facilities and provide congestion relief to reduce Greenhouse Gas Emissions. Despite the Project Programming Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,



Andrew Medellin, Mayor



2001 Howard Road, Suite 201
Madera, California 93637

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

MEMORANDUM

ITEM 6-B

DATE: November 20, 2019

TO: MCTC Policy Board

FROM: Dylan Stone, Regional Planning Supervisor

RE: Letter of Support – High Speed Rail investment in the San Joaquin Valley

I. Requested Action:

Information and discussion. Direction may be provided.

II. Summary:

Staff has prepared a letter of support regarding the continued investment by the California High Speed Rail Authority into the San Joaquin Valley.

The letter highlights support related to plans and policies of the Governor’s Office and the Authority to pursue a completed Merced to Bakersfield segment and interim operating service including a stop at Madera. The segment could be utilized in the interim by Amtrak San Joaquins greatly improving the service in the San Joaquin Valley over existing conditions.

Some members of the State Assembly AND High Speed Rail Board have expressed concerns with continuing to fund the already under construction segment in the San Joaquin Valley and would prefer to see funding shift to rail projects in Southern California and the Bay Area. \$4.8 billion has been identified to complete the Merced to Bakersfield Segment and are at risk of disinvestment in the San Joaquin Valley should the Authority change its course.

MCTC Staff spoke in support of completing the Merced to Bakersfield Segment at the State Assembly Transportation Committee Hearing held on November 12, 2019 in Fresno and will likewise attend the December 2019 Authority Board Meeting to do the same. (Stone)

Fiscal Impact:

No impact to the Fiscal Year 2019/2020 Budget.

September 20, 2019

Lenny Mendonca, Chair
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento CA 95814

RE: Support for Merced-Fresno-Bakersfield Interim Operating Segment

Dear Honorable Chair Mendonca,

The Madera County Transportation Commission strongly supports the Governor's Plan and CHSRA's policy recommendations (2019 Project Update Report released May 1) to pursue a Merced-Fresno-Bakersfield interim operating segment with stops at Kings/Tulare and Madera to provide high-speed rail service to Californians at the earliest possible time. The Merced-Fresno-Bakersfield interim operating segment will leverage the maximum degree of connectivity to other improving rail services, while important project development work also continues in other parts of the state.

The 171-mile line Interim Operating Segment extending north to Merced and south to Bakersfield coordinated with improvements aligned with the State Rail Plan north of Merced to Sacramento and to the Bay Area and bus connections south of Bakersfield to Southern California create significant benefits including:

Provides much faster, more frequent and more reliable passenger rail service than is currently available in this corridor;

- Reduces travel times for rail passengers between Sacramento and the Bay Area to Bakersfield by up to 90 to 100 minutes;
- Enhances connectivity and accessibility to other passenger rail services;
- Provides the highest ridership and revenue potential of any Central Valley option;
- Improves air quality in the Central Valley by shifting from diesel to clean, electrically powered trains;
- Provides an overall infrastructure configuration offering significant benefits to both passenger and freight movement; and
- Allows for early testing of high-speed operations and passenger use and reduces ramp-up time for future extensions.

Rail passengers in California will greatly benefit from slashing 90 to 100 minutes off train travel between Southern California and the Sacramento and Bay Area regions in the north. Direct connections in

Merced to ACE and the San Joaquins will also translate into faster connections to the Capitols, Caltrain, BART, SacRT, Valley Link and VTA systems, which will also experience higher ridership. The success of this early interim service is essential towards implementing the ultimate high-speed rail system between the Bay Area, Sacramento, San Joaquin Valley and Southern California.

The Madera County Transportation Commission is very pleased to submit this letter of support for the Merced-Fresno-Bakersfield Interim Operating Segment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patricia Taylor', with a stylized flourish at the end.

Patricia Taylor, Executive Director
Madera County Transportation Commission

cc Brian Kelly, CEO; Brian Annis, CFO; Chad Edison, CalSTA



2001 Howard Road, Suite 201
Madera, California 93637

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

MEMORANDUM

ITEM 6-C

DATE: November 20, 2019
TO: MCTC Policy Board
FROM: Dylan Stone, Regional Planning Supervisor
RE: SAFE Vehicle Rule – Air Quality Policy Update

I. Requested Action:

Information and discussion. Direction may be provided.

II. Summary:

The final “One National Program” Rule was published in the Federal Register on September 27, 2019, effective November 26, 2019. No grace period will occur.

The One National Program Rule finalization withdraws California’s Clean Air Act (CAA) waiver authority invalidating the California Resources Board’s current emissions inventory models (EMFAC14 and EMFAC17).

Planning Impacts

The transportation planning impacts for planned MCTC activities are as follows:

Spring 2020 – MCTC will not have the ability to amend the 2018 Regional Transportation Plan (RTP) as needed to be consistent with the 2020 State Transportation Improvement Program (STIP).

Fall 2020 – MCTC will not be able to adopt the 2021 Federal Transportation Improvement Program (FTIP). FTIP update require an air quality conformity analysis of the roadway projects to demonstrate compliance with Federal criteria pollutant budgets for the region.

Fall 2022 – MCTC will not be able to adopt the 2022 RTP or the 2023 FTIP. Both documents require an air quality conformity analysis of the roadway projects to demonstrate compliance with Federal criteria pollutant budgets for the region. As a

component of the RTP, a Sustainable Communities Strategy (SCS) must be developed demonstrating reductions in Greenhouse Gas (GHG) emissions. The SCS emissions are measured using now invalid EMFAC models.

For state planning efforts, the One National Program Rule jeopardizes attainment demonstrations, rates of progress, and conformity budgets contained in San Joaquin Valley State Improvement Plans (SIP). Currently, the Valley MPOs rely on conformity budgets from four separate SIPs for ozone, PM2.5, and PM10.

The final “One National Program” Rule was part one of the SAFE Vehicle Rule. Part two is designed to invalidate efficiency vehicle emission standards assigned to the future publicly available vehicle market in the U.S. The Administration is expected to push through part two before the close of 2019.

CARB Activity

CARB staff is working to develop an alternative EMFAC tool for use for planning activities within the state. The process is in very preliminary stages and its development and usage face the same uncertainty associated with much of the topics surrounding the SAFE Vehicle Rule. MCTC Staff will follow up with more information as it becomes available.

Fiscal Impact:

No impact to the Fiscal Year 2019/2020 Budget.



SAFE VEHICLES RULE UPDATE

OCTOBER 2019

U.S. EPA Threatens Highway Sanctions.

In September, CALCOG reported that Trump administration officials threatened to withhold federal highway funds from California, arguing that California failed to show what steps it is taking to improve its air quality. EPA's [letter](#) suggests the state "has failed to carry out its most basic tasks under the Clean Air Act," and needs to either update its plans [SIPs] to tackle air pollution or risk losing federal highway funds. At the time, EPA requested a response from the California Air Resources Board (CARB) by October 10, 2019 indicating whether CARB intends to withdraw the SIPs in question.

On October 9th CARB provided its [response](#). CARB highlights it has been working with U.S. EPA to clear the SIP backlog since 2014. Since 2014, CARB, EPA, and local air districts have cleared over 200 SIPs from the backlog; however, many of the SIPs that remain in the backlog are awaiting approval from Regional U.S. EPA staff. The issue (partially) - U.S. EPA staff shortages, competing federal administrative priorities, and a lack of clear guidelines from U.S. EPA headquarters in D.C.

CARB's preliminary review of the SIP backlog suggest CARB has already provided needed information to U.S. EPA for two-thirds of the outstanding SIPs. These SIPs are merely awaiting U.S. EPA approval. Less than 20 items require additional action by CARB or local air districts before U.S. EPA can act. That work is already underway but requires clear and consistent guidelines from U.S. EPA. Finally, about two dozen SIPs are candidates for withdrawal.

Which Nonattainment Areas have SIPs on the SIP Backlog?

- Coachella Valley
- Mono Basin
- Mojave Desert
- Ventura County
- San Diego County
- South Coast
- East Kern
- Sacramento Region

What Does This Mean for Transportation?

EPA's letter requests CARB withdraw un-approvable SIPs by October 10, 2019, if CARB does not, U.S. EPA will begin the SIP disapproval process. If implemented, the disapproval process would trigger statutory clocks for sanctions, including highway sanctions after 24 months. Additional information on highway sanctions can be found [here](#).

As laid out in CARB's October 9th response to EPA's threat of Highway Sanctions, an action plan to address the SIP backlog has been established. Additional information on the status of this issue will be provided as necessary.



CALCOG

GM, Toyota, Chrysler and Others Side with Trump in Clean Air Fight Against California.

On October 29th, General Motors, Toyota, Fiat Chrysler, Nissan, Hyundai, Kia, Isuzu, Maserati, McLaren, Aston-Martin, Ferrari, and two other smaller automakers sided with the Trump administration in the president's efforts to end California's ability to regulate tailpipe emissions through the SAFE Vehicles Rule Part 1. CARB, until this announcement, worked in hopes of striking additional deals like the [emissions reduction deal](#) struck with Ford, Honda, BMW, and Volkswagen in July 2019 with additional automakers. This action splits the auto industry (four support California, thirteen support the Trump administration). In response, CARB Chair Mary Nichols stated, "We are disappointed in the Association of Global Automakers for hiding behind the Trump administration's skirts and its assault on public health." With this announcement, the assumption is Part 2 of the rule (anticipated by the end of 2019) may be more favorable to the needs of this block of automakers. Stay tuned...

Federal Court Dismisses California Case Challenging Trump Car Emissions Rules, Or Did They?

On October 25th, headlines read, "Federal court dismisses California case challenging Trump car emissions rules". On the surface, this seems to indicate the California Air Resources Board's (CARB) case against the final SAFE Rule Part One was thrown out. That is not the case. CARB has filed numerous lawsuits throughout the development of the SAFE Rule. This suit was filed prior to the rule's finalization (September 19, 2019) and should not be confused with CARB's active litigation filed September 20th. That litigation is ongoing, and can be found [here](#). Additional litigation is anticipated to be filed by CARB against the finalization of SAFE Rule Part 2.

FHWA Speaks, What Did They Say?

At an October 2019 meeting of regional transportation agencies, FHWA stated they have received a lot of questions. The U.S. Environmental Protection Agency (EPA) and the National Highway Transportation Safety Administration (NHTSA) have not yet come together to provide guidance on how to address Part 1. FHWA is not prepared to answer questions right now and asked for patience. FHWA is still not clear on how to implement the final rule, but encourages amendments be processed prior to the November 26th effective date. Current approved projects can move forward if they remain consistent (scope and schedule) with the TIP and RTP. Complications could arise for existing projects which changed scope or new projects that need to be modeled with EMFAC. Currently, FHWA is approving amendments that are using EMFAC 2014 and 2017 to complete the transportation conformity process.

CARB Announces Interagency Workgroup (CARB, CalSTA, and Caltrans).

CARB has established an Interagency working group with CalSTA and Caltrans. The workgroup is exploring conformity issues in the near-term and considering ways to address them quickly. This work is anticipated to take months, not years to complete. A map of the scale of the impacts will be developed in order to prepare an appropriate policy response.

CALCOG Website Provides Continuous Updates.

Please visit the CALCOG Policy Tracker (www.calcog.org/policytracker) for up to date information regarding the status of the SAFE Vehicles Rule (Part 1 and Part 2).

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: September 18, 2019

Time: 3:00 p.m.

Place: MCTC Board Chambers

Members Present: Chairman - Andrew Medellin - Mayor, City of Madera
Vice Chairman - Max Rodriguez - Supervisor, Madera County
Brett Frazier - Supervisor, Madera County
Tom Wheeler - Supervisor, Madera County
Jose Rodriguez – Councilmember, City of Madera

Members Absent: Waseem Ahmed - Councilmember, City of Chowchilla

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

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Fiscal Supervisor/Office Manager
Dylan Stone, Regional Planning Supervisor
Jeff Findley, Senior Regional Planner
Amelia Davies, Regional Planner
Evelyn Espinosa, Regional Planner
Sandy Ebersole, Administrative Analyst
Sheila Kingsley, Office Asst.

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

None

MCTC sitting as the Transportation Policy Committee

4. Transportation Consent Items

A. *New Amtrak Bus Service for Madera*

The new Amtrak Thruway Bus Service will connect the Madera Amtrak Station to San Jose beginning in spring 2020. The service will likely shave an hour off commute time for train passengers traveling to the Bay Area compared with riding the train to Stockton then transferring to get to San Jose. The trips will be coordinated with the Amtrak San Joaquin's schedule and plans are to operate two to three round trips daily. Included in the Boards packet was a copy of the newspaper article from the Fresno Bee detailing Amtrak's plans to provide this service.

Action: Information and Discussion.

B. *2019 California Economic Summit – “Regions Rise Together”*

[The 2019 California Economic Summit](#) will take place in Fresno on November 7-8, marking the eighth annual gathering of private, public, and civic leaders from across California's diverse regions.

The Summit's bipartisan network of business, equity, environmental and civic organizations is unique in championing solutions that meet the triple bottom line—simultaneously growing the economy, improving environmental quality, and increasing opportunity for all.

The two-day Summit is designed to accelerate coordinated implementation of the Roadmap action plans and strengthen the Summit network. Read the [full agenda](#) to find out more.

Action: Information and Discussion.

C. *Caltrans Sustainable Transportation Planning Grants Guide and Call for Applications*

Caltrans released the Fiscal Year (FY) 2020-21 Grant Application Guide and call for applications for the traditional State and federal funding, as well as grant funding from Senate Bill 1, the Road Repair & Accountability Act of 2017. A total of approximately \$34 million is available for transportation planning projects statewide. The Sustainable Transportation Planning Grants include:

- Sustainable Communities Grants (\$29.5 million) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. The transit component that will fund planning projects that address multimodal transportation deficiencies with a focus on transit.

The grant application deadline was **October 11, 2019 at 5 PM** and grant announcements are anticipated in spring 2020. Interested applicants should contact the appropriate Caltrans District

(below) if there are any questions concerning the following application materials or for upcoming district grant workshop information.

[2019-20 Sustainable Transportation Planning Grant Application Guide](#)

[Sustainable Communities Application Form](#)

[Strategic Partnerships Application Form](#)

[Scope of Work Template \(automatically downloads\)](#)

[Project Timeline Template \(automatically downloads\)](#)

[Third-Party In-Kind Valuation Template \(automatically downloads\)](#)

Action: Information and Discussion.

D. Clean Mobility Options for Disadvantaged Communities Voucher Pilot Program

The California Air Resources Board announced a new voucher pilot program for disadvantaged communities. The new Clean Mobility Options for Disadvantaged Communities (Clean Mobility Options) program will create new opportunities for zero-emission car-sharing and ridesharing, bike-sharing, and innovative public transit services like demand-responsive transit and mobility service partnerships in disadvantaged communities statewide. The program aims to help communities start their own clean mobility programs by providing financial support and helping to coordinate partnerships and additional outside investment.

As its first priority, Clean Mobility Options will improve mobility for California Communities that face hardships due to income, exposure to air pollution, a lack of affordable transportation, or other factors.

[CALSTART](#) and [Shared-Use Mobility Center](#) (SUMC) will manage the Clean Mobility Options program in partnership with [GRID Alternatives](#), and the [Local Government Commission](#).

CARB's award for Clean Mobility Options is funded by [California Climate Investments](#) dollars, a statewide program that puts billions of cap-and-trade dollars to work on reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment—particularly in disadvantaged communities.

Public work group meetings for the Clean Mobility Voucher Pilot Program are taking place to shape the grant program. Future workshops will go over the evaluation and voucher process, match requirements, applicant terms and conditions, operator eligibility, voucher breakdown by cost category. More information about past and future work group meetings dates, agendas and presentations, can be found in the California Air Resource Board [website](#).

For any questions about the work group, email: info@cleanmobilityoptions.org.

Action: Information and Discussion.

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

5. TRANSPORTATION ACTION/DISCUSSION ITEM

A. Valley Voice – Washington, D.C. 2019 Tri – September 11 – 12, 2019

The annual San Joaquin Valley Regional Planning Agencies Valley Voice trip to Washington, D.C. was held on September 11-12, 2019. Mayor Andrew Medellin, Supervisor Robert Poythress, Executive Director Patricia Taylor, and Administrative Analyst Sandy Ebersole attended the trip on behalf of the Commission. Elected officials and MPO staff from each of the eight San Joaquin Valley counties met with representatives from the U.S Senate, U.S. House of Representatives, and Federal agencies to advocate for the priority issues identified in the Valley Legislative Platform. This time is reserved for a verbal report back to the Commission on the success of the Valley Voice Trip.

Chairman Andy Medellin, Commissioner Robert Poythress, and MCTC Director Patricia Taylor, each gave a brief report on the trip.

Action: Information and Discussion.

B. Director Delegation for Type 1, Type 2 and Type 3 Amendments to the Federal Transportation Improvement Program – Resolution 19-09

MCTC, as a Federally designated metropolitan planning organization (MPO) for the Madera Region, is required to biennially adopt a Federal Transportation Improvement Program (FTIP) as part of the formal process for applying for Federal funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The FTIP, during the time between the preparations of the biennial document, is maintained through the preparation of FTIP amendments. The “Revised Federal – Statewide Transportation Improvement Program (FSTIP) Amendment and Modification Procedures” were adopted by the Federal Highways and Federal Transit Administrations of the U.S. Department of Transportation, and the State of California November 17, 2008, revised on June 7, 2011, and is MCTC’s guidelines to the preparation and approval of FTIP amendments.

Administrative Modifications and Formal Amendments

The procedures detail what specific types of programming changes to the FSTIP/FTIP’s may be made as administrative modifications and what changes must be submitted to FHWA/FTA as formal amendments. The procedures also specify the level of changes that may be made by each type of amendment.

Administrative Modification (also referred to as a Type 1 Amendment):

An administrative modification allows for minor changes to the FTIP such as modifying a project description without changing the project scope, changing the fund source, changing the fund

amount by less than 40% of the total project cost or \$10 million, move the project from year to year within the FTIP period, or modifying a grouped project back up list (without changing the funding by more than 40%). The Executive currently has delegated authority to approve Type 1 Amendments.

Formal Amendment, Type 2:

A Type 2 amendment is used for funding changes that are in excess of those allowed under the guidelines for an administrative modification. This amendment does not allow a change in the project scope or design.

Formal Amendment Type 3:

Type 3 formal amendments allow for the addition, deletion, and/or modification of air quality conformity exempt projects.

Delegating authority to approve Type 1-3 FTIP amendments will streamline the process and, in some instances, allow for expedited approval. Type 1-3 FTIP amendments will still be placed on the next MCTC Board agenda for ratification.

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Jose Rodriguez to approve the FTIP Amendment Types 1-3 with the adoption of Resolution No. 19-09. A vote was called and the motion carried.

C. PUBLIC HEARING: 2019 Federal Transportation Improvement Program – Resolution 2018-18 Amendment No. 7

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #7 TO THE 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on September 18, 2019, at 3:00 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #7 to the 2019 Federal Transportation Improvement Program. The purpose of the hearing is to receive public comments.

The 2019 FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years that are eligible to proceed without a conformity determination.

The Draft Amendment #7 to the 2019 FTIP is a Type 3 amendment that contains project phases and/or projects that have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects are exempt, no further conformity determination is required.

A concurrent 7-day public review and comment period will commence on August 23, 2019 and conclude August 30, 2019 at 3:00 p.m. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the [MCTC Website](#).

Public comments are welcomed at the hearing or may be submitted in writing by 3:00 p.m. on August 30, 2019 to Jeff Findley at the address below.

This public notice of public involvement activities and time established for public review and comments on the FTIP development process will satisfy the FTA's Program of Projects requirements.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission at a regularly scheduled meeting to be held on September 18, 2019. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Jeff Findley, Principal Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721
jeff@maderactc.org

At 3:15 p.m. Chairman Andy Medellin open the floor for public comments.

Hearing no comments the floor was closed.

Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to approve the MCTC 2019 FTIP Resolution 18-18 Amendment No. 7. A vote was called and the motion carried.

D.. Air Quality Modeling Update – EPA Approval of EMFAC17, SAFE Vehicle Rule Update

The Environmental Protection Agency (EPA) approved the latest version of the California EMFAC (short for Emission FACTor) model for use in state implementation plan (SIP) development and transportation conformity in California. EMFAC2017 will also be used to analyze Greenhouse Gas (GHG) emissions in California MPO regions pursuant to Senate Bill 375 requirements. EMFAC2017 is the latest update to the EMFAC model for use by California state and local governments to meet Clean Air Act (CAA) requirements. The new model, which is based on new and improved data, calculates air pollution emissions factors for passenger cars, trucks, motorcycles, motor homes and buses.

The EPA's approval of the EMFAC2017 emissions model for SIP and conformity purposes was made effective August 15, 2019. EMFAC2017 must be used for all new regional emissions analyses for transportation conformity purposes that are started on or after August 16, 2021 and for all new carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) hot-spot analyses that are started on or after August 17, 2020.

EMFAC Purpose

The EMFAC model is a computer model that can estimate emissions rates for mobile on-road motor vehicles for calendar years 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons (HC), CO, nitrogen oxides (NO_x), PM₁₀, PM_{2.5}, carbon dioxide (CO₂), and sulfur oxides are output from the model. Emissions are calculated for over forty different vehicle classes composed of passenger cars, various types of trucks and buses, motorcycles, and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, air district, air basin, county, or project level. EMFAC contains default vehicle activity data, and the option of modifying that data, so it can be used to estimate a motor vehicle emissions inventory in tons per day for a specific year, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds. Thus, the model can be used to make decisions about air pollution policies and programs at the local or state level.

Inventories based on EMFAC are also used to meet the SIP and transportation conformity requirements under the CAA. Transportation conformity is required to ensure that federally supported transportation plans, transportation improvement programs (TIPs), and highway and transit projects conform to the SIP. Conformity to a SIP means that a transportation activity will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS) or interim milestones. The EPA's transportation conformity regulations describe how federally funded and approved highway and transit projects meet these statutory requirements. EMFAC is used statewide in all regional emissions analyses and CO, PM₁₀ and PM_{2.5} hot-spot analyses for transportation conformity determinations in California.

Need for Update

The Clean Air Act require that SIP inventories be based on the most current, accurate, and applicable models that are available at the time the SIP is developed. CAA's Federal Regulatory Code also require that the latest emissions estimates be used in conformity analyses. The EPA approves models that fulfill these requirements.

The EPA must approve new versions of EMFAC for SIP purposes before they can be used in transportation conformity analyses. In a July 20, 2018 letter, CARB requested that the EPA approve EMFAC2017 for use in developing SIPs and in determining conformity in California.

EMFAC17 Uses

EMFAC2017 is available to use in statewide California SIP development and for regional emissions analyses, and CO, PM₁₀ and PM_{2.5} hot-spot analyses for transportation conformity.

The EMFAC2017 model uses the same structure, using Python and MySQL software, as EMFAC2014. This structure was developed to allow CARB to incorporate updated regulations and emissions data into the model and provide for a simplified user experience. The model is operated in either the

Emissions Mode or the Emissions Rate Mode for regional emissions analyses to access emissions databases and vehicle activity data for the appropriate geographic subarea. EMFAC2017 also includes the Project-Level Assessment (EMFAC2017-PL) feature, which is available when EMFAC2017 is run in Emissions Rate Mode. The design of this part of EMFAC has not significantly changed from EMFAC2014. When using EMFAC2017-PL, emissions rates are estimated based on user-specified, project-specific conditions. An updated handbook for using EMFAC2017 at the project level has been made available by CARB.

EMFAC17 may estimate regional emissions of HC, CO, NO_x, PM₁₀, PM_{2.5}, and sulfur oxides. However, EMFAC2017 will only be used in transportation conformity for pollutants and precursors that are transportation-related emissions, *e.g.*, HC, CO, NO_x, PM₁₀ and PM_{2.5}.

EMFAC2017 may also estimate CO, PM₁₀ and PM_{2.5} emissions for conformity hot-spot analyses involving individual transportation projects. A hot-spot analysis is defined as an estimation of likely future localized pollutant concentrations and a comparison of those concentrations to the relevant NAAQS. This analysis is conducted on a smaller scale than a nonattainment or maintenance area, *e.g.*, for a congested roadway intersection. Hot-spot analyses are completed for only certain types of transportation projects as defined by 40 CFR 93.123(a) and (b).

The EPA also notes that today's approval action does not affect the methodology required for calculating re-entrained road dust for PM₁₀ and PM_{2.5} SIPs and transportation conformity analyses. Estimates for PM₁₀ and PM_{2.5} in EMFAC2017 do not include such emissions. When applicable, PM₁₀ and PM_{2.5} nonattainment and maintenance areas are required to use the EPA's AP-42 road dust method for calculating road dust emissions, unless a local method is approved in advance by the EPA. EMFAC2017 does not estimate ammonia emissions. Air quality and transportation agencies should contact the EPA Regional Office if ammonia emissions estimates are needed for SIPs or regional conformity emissions analyses.

New in EMFAC17

EMFAC2017 includes new data and significant changes to the methodologies regarding calculation of motor vehicle emissions and revisions to implementation data for control measures. EMFAC2017 includes updated emissions factors and data on car and truck activities, and emissions reductions associated with new regulations supporting new estimates of emissions from heavy-heavy duty diesel trucks and buses. New emissions factor data was developed based on data from EPA's In-Use Vehicle Program, CARB's Vehicle and Truck and Bus Surveillance Programs, CARB's PEMs and Transit Bus testing and Integrated Bus Information Systems of West Virginia and Altoona. Motor vehicle fleet age, vehicle types and vehicle population have also been updated based on 2013-2016 California Department of Motor Vehicle (DMV) data, International Registration Plan (IRP) data, Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) data, Port Vehicle Identification Number (VIN) data, California Highway Patrol School Bus Inspections and National Transit Database information. Each of these changes affect emissions factors for each area in California. The EMFAC2017 model interface and overall design has not significantly changed as compared to EMFAC2014.

Outreach

Since 2017, CARB has held a series of public workshops to discuss emissions inventory updates and EMFAC updates and to receive comments on the resulting changes in the emissions inventory and models. CARB also conducted beta testing of interim versions of the model with air districts and Metropolitan Planning Organizations (MPOs). Stakeholders and other members of the public had the opportunity to request briefings with CARB staff and provide them with comments and suggestions to improve the model. CARB also developed and posted training modules for EMFAC2017 and supports a mobile source emissions inventory email listserv to announce updates and changes to the EMFAC supporting material.

CARB also made available to the public a technical document that describes updates to the model and public presentations that summarize the changes from earlier versions of the model.

Grace Period

When the EPA approves and announces the availability of a new emissions model such as EMFAC2017, the EPA will consult with the U.S. Department of Transportation (DOT) to establish a grace period before the model is required for conformity analyses. The conformity rule provides for a grace period for new emissions models of between 3 and 24 months after notice of availability is published in the Federal Register.

The EPA articulated its intentions for establishing the length of a conformity grace period in the preamble to the 1993 transportation conformity rule:

“EPA and DOT will consider extending the grace period if the effects of the new emissions model are so significant that previous SIP demonstrations of what emission levels are consistent with attainment would be substantially affected. In such cases, States should have an opportunity to revise their SIPs before MPOs must use the model's new emissions factors.”

In consultation with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the EPA considers “the degree of change in the model and the scope of re-planning likely to be necessary by MPOs in order to assure conformity” in establishing the length of the grace period.

Upon consideration of these factors, the EPA is establishing a **two-year grace period** before EMFAC2017 is required for all new HC, NO_x, PM₁₀, PM_{2.5} and CO **regional emissions analyses** (e.g., supporting transportation plan and TIP conformity determinations).

The **grace period for regional emissions analyses begins on August 15, 2019 and ends on August 16, 2021**. Areas have the option of using the new model for regional emissions analyses prior to the end of the grace period.

Upon consideration of the transportation conformity rule's factors, the EPA is also establishing a **one-year grace period** before EMFAC2017 is required in conformity analyses for all new CO, PM₁₀ and PM_{2.5} **hot-spot analyses** supporting project-level conformity determinations.

The **grace period for hot-spot analyses begins on August 15, 2019 and ends on August 17, 2020**. Areas have the option of using the new model for hot-spot analyses prior to the end of the grace period.

In addition to incorporating the new EMFAC2017 emissions rate and fleet data, state and local agencies also need to consider how the model affects regional conformity analysis results and whether SIP and/or transportation plan/TIP changes are necessary to assure future conformity determinations. The changes to EMFAC affect emissions factors for each area in California. CARB has requested a 24-month grace period to allow them to update SIPs previously developed using EMFAC2011 or EMFAC2014 with the updated emissions from EMFAC2017. CARB anticipates that 24 months are needed to develop and submit revised SIPs based on EMFAC2017. The EPA agrees that additional time is necessary for CARB to revise previously approved SIPs with EMFAC2017 and complete the SIP revision process so that MPOs can incorporate revised SIP motor vehicle emission budgets ("budgets") into the transportation conformity process.

For application of EMFAC2017 at the project level, the application of EMFAC2017 and the model's overall design and interface are like EMFAC2014. As a result, project sponsors developing future hot-spot analyses for projects that require such analyses in CO and PM nonattainment and maintenance areas that have already used EMFAC2014 should not need significant time to familiarize themselves with this model. In addition, the fact that time may be needed for revising SIPs or transportation plans/TIPs due to the emissions factor changes in EMFAC2017 is irrelevant for hot-spot analyses, because hot-spot analyses do not rely upon such planning documents. But while EMFAC2017's model design and interface has not significantly changed from EMFAC2014, project sponsors may still need some time to familiarize themselves with CARB's updated EMFAC2017-PL handbook and consider technical resource allocation issues to incorporate EMFAC2017 into any future hot-spot analyses in multiple CO, PM₁₀, and PM_{2.5} nonattainment and maintenance areas across California.

Therefore, it is appropriate to set a one-year grace period to allow all areas in California to incorporate EMFAC2017 in conformity hot-spot analyses for required project types and apply the updated planning assumptions incorporated in EMFAC2017 in a timely manner.

When the regional emissions analysis grace period ends on August 16, 2021, EMFAC2017 will become the only approved motor vehicle emissions model for all new regional transportation conformity analyses in California for meeting the requirement to use the latest emissions information in conformity analyses. In general, this means that all new HC, NO_x, PM₁₀, PM_{2.5}, and CO regional conformity analyses started after the end of the two-year grace period must be based on EMFAC2017, even if the SIP is based on an earlier version of the EMFAC model.

In addition, in most cases, if an area revises previously approved EMFAC2014-based SIP budgets using EMFAC2017, the revised EMFAC2017 budgets would be used for conformity purposes once

the EPA approves the SIP revision. In general, the EPA will not make adequacy findings for these SIPs because submitted SIPs cannot supersede approved budgets until they are approved. An approved budget may be replaced by an adequate budget if the EPA's approval of the initial budgets specifies that the budgets being approved may be replaced in the future by new adequate budgets. This flexibility has been used in limited situations in the past, such as during the transition from EMFAC7F and EMFAC7G to EMFAC2002. In such cases, the EMFAC2017-based budgets would be used for conformity purposes once they have been found adequate. California air agencies should consult with the EPA as needed to determine if this flexibility applies.

When the hot-spot analysis grace period ends on August 17, 2020, EMFAC2017 will become the only approved motor vehicle emissions model for all new hot-spot transportation conformity analyses for required project types across California for meeting the requirement to use the latest emissions information in conformity. In general, this means that all new CO, PM₁₀, and PM_{2.5} hot-spot analyses started after the end of the one-year grace period must be based on EMFAC2017 rather than EMFAC2014.

Using EMFAC14 During the Grace Period

The conformity rule provides some flexibility for regional emissions analyses that are started before the end of the grace period. Analyses that begin before or during the grace period may continue to rely on EMFAC2014. The inter-agency consultation process should be used if it is unclear if an EMFAC2014-based analysis was begun before the end of the 24-month grace period.

CO, PM₁₀, and PM_{2.5} hot-spot analyses for project-level conformity determinations can be based on EMFAC2014 if the analysis was begun before the end of the 12-month grace period, and if the final environmental document for the project is issued no more than three years after the issuance of the draft environmental document. The inter-agency consultation process should be used if it is unclear whether an EMFAC2014-based analysis is covered by the circumstances described in the transportation conformity rule.

Future EMFAC Updates

On January 31, 2006, CARB submitted a letter to the EPA and to the California Division of the FHWA indicating the State's intention to make future revisions to update EMFAC. These EMFAC updates would reflect, among other new information, updated vehicle fleet data every three years. In California, MPOs and Air Districts cannot update vehicle fleet data embedded into EMFAC, only CARB can update the fleet data with each new EMFAC update because of the model design. The EPA's July 2004 final rule ([69 FR 40004](#)) states that new vehicle registration data must be used when it is available prior to the start of new conformity analyses and that states and MPOs are strongly encouraged to update the data at least every five years as described in guidance issued December 2008 by the EPA and DOT. CARB's next update to the planning assumptions in EMFAC is expected in 2020.

SAFE Rule Update

Finalization of the SAFE Vehicle Rule has become slowed due to Administration staff members having been unable so far to prepare adequate technical documents detailing the legal, technical, economic, and scientific justifications for allowing increasing vehicle tailpipe emissions.

The administration's plans have been further compounded by several major automakers having told the White House that they do not want such an aggressive rollback. In addition, four major automakers have signed a deal with California pledging to abide by the state's stricter standards if the national rollback goes through. Additional major automakers have indicated they will make similar agreements with California or join with those established in recent weeks.

Staff members have completed work on less complicated legal language required to revoke the California waiver within the CAA. In the drafting of the CAA in 1970, California fought for and won the right to set its own emission reductions policies and standards due to the state's previous and ongoing activity to address its unique air pollution issues. It has been speculated this element could be pushed as an individual matter with the intent to hasten the expected legal battle it would produce to a period occurring before the 2020 presidential election.

A revocation of the California waiver would impact several wide areas around the nation. Thirteen other states and the District of Columbia follow California's standards, representing roughly a third of the current national auto market.

Passage of the SAFE Vehicle Rule with any single or all elements of its current contents would render all versions of the EMFAC model invalid for use. A revocation of California's CAA waiver disallowing a future build of EMFAC to incorporate a fleet of cleaner vehicle types would lead the state pollution being in violation of standards set forth by the CAA. A future build of EMFAC that does not project improved vehicle emission standards also puts California in a position to be out of compliance with the CAA. Drastic measures would need to be considered in the revision of the SIP for California to realistically be able to comply with the CAA in the future.

Action: Information and Discussion.

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

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

7. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – July 17, 2019

Included in the Board package was a copy of the July 17, 2019 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of July 17, 2019.

B. *Transportation Development Act (LTF-STA) – Allocations, LTF Resolution 19-10, STA Resolution 19-11*

At the May 22, 2019 Board Meeting, the MCTC Board approved the FY 2019-20 LTF & STA apportionments.

Local Transportation Fund (LTF): Prior to February 1 of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2019-20 is **\$4,513,322**. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

State Transit Assistance (STA): Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2019-20, there is \$772,541,000 budgeted according to the most current information from the State Controller's Office. STA allocation estimate for Madera County is **\$1,554,103**.

The County of Madera and the Cities of Madera and Chowchilla have submitted applications to allocate their apportionments.

Action: Approve Transportation Development Act (LTF, STA) – Fund Allocations, LTF Resolution 19-10, STA Resolution 19-11

C. *Transportation Development Act (STA) – Apportionment, STA Resolution 19-05*

The State Controller's Office revised the amount of STA allocations available for FY 2019-20. The amount allocated to Madera is \$1,428,386, a decrease of 125,717 from the original estimate. Staff will request that the local agencies amend their applications.

Action: Approve STA Resolution 19-05 Amendment No. 1

D. *Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2018 County of Madera*

MCTC received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2018 for the County of Madera. The report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

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

Action: Accept the FY 2017-18 TDA Fund Audit Report for the County of Madera

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

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Award Contract – Auditing Services

At the July 17, 2019 Board Meeting, the Board authorized the circulation of a Request for Proposals (RFP) to retain an Auditor to perform independent financial and compliance audits for the Commission and Authority. The RFP was published on our website and notices were sent out to at least 7 different firms on file. Staff only received one proposal from Price, Paige and Company, the current auditor the past few years. It should be noted that Price, Paige and Company is proposing new senior management to oversee the audits starting with fiscal year 2018-19 and the proposed fees are consistent with the fees charged in the past. Due to the timeliness of retaining an auditor now, staff recommends awarding a contract to Price, Paige and Company to conduct the fiscal year 2018-19 audits. The Board can then renew annually for up to 4 additional years or direct staff to conduct a new procurement process to solicit additional proposals.

Action: Upon motion by Commissioner Tom Wheeler, seconded by Commissioner Brett Frazier to award contract to Price, Paige and Company to conduct Auditing services for the Commission and the Authority for fiscal year 2018-19. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

9. AUTHORITY – CONSENT ITEMS

A. Focus on the Future Conference

The Self-Help Counties Coalition 30th Annual Focus on the Future Conference will be taking place November 17 – 19, 2019, in San Diego.

The Focus on the Future Conference provides a forum for Self-Help Counties and other transportation agencies, elected officials, and the private sector to share experiences, highlight upcoming projects, and interact in a relaxed environment. Read the full agenda to found out more.

Action: Information and Discussion.

B. FY 2017-18 Measure T Compliance Audit Report: County of Madera

MCTA received the Measure T Compliance Audit Report for the Fiscal Year ended June 30, 2018 for the County of Madera. The report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

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

Action: Accept the Measure T FY 2017-18 Compliance Audit Report for the County of Madera.

C. Measure T Citizens' Oversight Committee Annual Report

The Measure T Citizens' Oversight Committee met August 14, 2019 to review the Measure T independent financial and performance audits. The Committee reviewed the audited Measure T Financial Statements and reports of the independent auditor from July 2017 to June 2018 and concurs that Measure T expenditures are in accordance with the Measure T Program. A copy of the Annual Report was included in the Board agenda packet.

Action: Information and Discussion Only.

Authority Consent Calendar Action: Upon motion by Commissioner Brett Frazier, seconded by Commissioner Tom Wheeler to approve the Authority Consent Calendar (Item A-C). A vote was called and the motion carried.

10. AUTHORITY – ACTION/DISCUSSION ITEMS

A FY 19-20 Annual Work Program

Per Authority policy the Annual Work Program is prepared annually and serves as the annual funding authority for the Measure "T" program. The Annual Work Program recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. Also, staff is asking for approval to release and disburse any interest earned through June 30, 2019.

Action: Upon motion by Commissioner Max Rodriguez, seconded by Commissioner Tom Wheeler to approve the 2019-20 Measure "T" Annual Work Program and the disbursement of interest earned through June 30, 2019. A vote was called and the motion carried.

11. Miscellaneous

A. Items from Caltrans

Gail Miller, Caltrans Dist. 06, Deputy Director, provided a brief update on the local state highway projects in Madera County.

B. Items from Staff

Patricia Taylor, Executive Director, took this time to recognize staff member Dylan Stone for all his work and dedication on the Emission FACTor Power Point.

She also mentioned to the Board that the upcoming Policy Conference will be held on May 13 – 15th, 2020 at the Pines Resort in Bass Lake.

C. Items from Commissioners

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

12. Adjournment

Meeting adjourned at 4:50 p.m.

Next meeting is scheduled for Wednesday, October 23, 2019

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Special Meeting

Date: October 18, 2019

Time: 10:00 a.m.

Place: MCTC Board Chambers

Members Present:

Chairman - Andrew Medellin - Mayor, City of Madera
Vice Chairman - Max Rodriguez - Supervisor, Madera County
Brett Frazier - Supervisor, Madera County
Tom Wheeler - Supervisor, Madera County
Jose Rodriguez – Councilmember, City of Madera
Waseem Ahmed - Councilmember, City of Chowchilla
Alt. Robert Poythress – Supervisor, Madera County

Members Absent:

None

MCTC Staff:

Patricia Taylor, Executive Director
Troy McNeil, Fiscal Supervisor/Office Manager

Closed Session

1. **CONFERENCE WITH LEGAL COUNSEL – Anticipated Litigation Pursuant to Government Code § 54956.9 (d) (2) and (4))**

Action: No affordable action taken in closed session.

2. **Adjournment**

Meeting adjourned at 11:30 a.m.

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS**

**FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITOR'S REPORT**

**FOR THE YEAR ENDED
JUNE 30, 2018**

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
JUNE 30, 2018**

TABLE OF CONTENTS

	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT	1
FINANCIAL STATEMENTS:	
GOVERNMENTAL FUND FINANCIAL STATEMENTS:	
BALANCE SHEET	4
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES	5
PROPRIETARY FUND FINANCIAL STATEMENTS:	
STATEMENT OF NET POSITION	6
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION	7
STATEMENT OF CASH FLOWS	8
NOTES TO THE BASIC FINANCIAL STATEMENTS	9
REQUIRED SUPPLEMENTARY INFORMATION:	
SCHEDULE OF REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL:	
STREET CONSTRUCTION SPECIAL REVENUE FUND	16
INTERMODAL BUILDING OPERATIONS SPECIAL REVENUE FUND	17
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION	18
OTHER REPORT:	
INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH <i>GOVERNMENT AUDITING STANDARDS</i> AND THE TRANSPORTATION DEVELOPMENT ACT	21



INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners
Madera County Transportation Commission
Madera, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the year ended June 30, 2018, and the related notes to the financial statements, which collectively comprise the TDA Funds' financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control as it relates to the TDA Funds. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

677 Scott Avenue
Clovis, CA 93612
tel 559.299.9540
fax 559.299.2344

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Transportation Development Act Funds of the City of Madera, as of June 30, 2018, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the TDA Funds of the City of Madera and do not purport to, and do not present fairly the financial position of the City as of June 30, 2018, and the changes in its financial position or its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison information on pages 16-18 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated September 16, 2019, on our consideration of the City's internal control over financial reporting as it relates to the TDA Funds and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
September 16, 2019

FINANCIAL STATEMENTS

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2018**

	Special Revenue Funds		
	Street Construction	Intermodal Building Operations	Total
ASSETS			
Cash and cash equivalents	\$ -	\$ 59,415	\$ 59,415
Due from local government agencies	689,520	12,495	702,015
Total assets	\$ 689,520	\$ 71,910	\$ 761,430
LIABILITIES			
Accounts payable	\$ 10,504	\$ 4,184	\$ 14,688
Other liabilities	-	174	174
Due to general fund	174,677	-	174,677
Unearned revenue	-	39,100	39,100
Total liabilities	185,181	43,458	228,639
FUND BALANCES			
Restricted	504,339	28,452	532,791
Total fund balances	504,339	28,452	532,791
Total liabilities, deferred inflows of resources, and fund balances	\$ 689,520	\$ 71,910	\$ 761,430

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2018**

	Special Revenue Funds		
	Street Construction	Intermodal Building Operations	Total
REVENUES:			
Local transportation funds	\$ 689,520	\$ 44,918	\$ 734,438
Aid from other governmental agencies	-	63,440	63,440
Building rents and leases	-	21,894	21,894
Utility reimbursements	-	12,210	12,210
	<u>689,520</u>	<u>142,462</u>	<u>831,982</u>
Total revenues			
EXPENDITURES:			
Street and road maintenance	200,218	-	200,218
Intermodal building improvements	-	58,878	58,878
Administrative	-	82,678	82,678
	<u>200,218</u>	<u>141,556</u>	<u>341,774</u>
Total expenditures			
Excess (deficiency) of revenues over (under) expenditures	<u>489,302</u>	<u>906</u>	<u>490,208</u>
OTHER FINANCING SOURCES (USES):			
Transfers out	<u>(488,000)</u>	<u>(162)</u>	<u>(488,162)</u>
Total other financing sources (uses)			
	<u>(488,000)</u>	<u>(162)</u>	<u>(488,162)</u>
Change in fund balances	1,302	744	2,046
Fund balances - beginning	<u>503,037</u>	<u>27,708</u>	<u>530,745</u>
Fund balances - ending	<u>\$ 504,339</u>	<u>\$ 28,452</u>	<u>\$ 532,791</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF NET POSITION
PROPRIETARY FUND
JUNE 30, 2018**

	<u>Local Transit Enterprise Fund</u>
ASSETS	
Current assets:	
Cash and cash equivalents	\$ -
Due from local governmental agencies	821,649
Prepaid expenses	<u>877</u>
Total current assets	<u>822,526</u>
Noncurrent assets:	
Capital assets, not depreciated	1,836,457
Capital assets, net of accumulated depreciation	<u>1,184,934</u>
Total noncurrent assets:	<u>3,021,391</u>
Total assets	<u>3,843,917</u>
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflow of resources related to pensions	<u>124,994</u>
Total deferred outflows of resources	<u>124,994</u>
LIABILITIES	
Current liabilities:	
Accounts payable	209,002
Accrued liabilities	6,815
Due to general fund	595,052
Compensated absences, due within one year	<u>21,234</u>
Total current liabilities	<u>832,103</u>
Noncurrent liabilities:	
Net pension liability	<u>443,860</u>
Total noncurrent liabilities	<u>443,860</u>
Total liabilities	<u>1,275,963</u>
DEFERRED INFLOWS OF RESOURCES	
Deferred inflows of resources related to pensions	<u>1,388</u>
Total deferred inflows of resources	<u>1,388</u>
NET POSITION	
Net investment in capital assets	3,021,391
Unrestricted	<u>(329,831)</u>
Total net position	<u>\$ 2,691,560</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
PROPRIETARY FUND
FOR THE YEAR ENDED JUNE 30, 2018**

	<u>Local Transit Enterprise Fund</u>
Operating revenues:	
Charges for services	\$ 119,063
Other	<u>448</u>
Total operating revenues	<u>119,511</u>
Operating expenses:	
Salaries and benefits	338,680
General and administrative	372,587
Contracted services	932,303
Vehicle supplies and maintenance	281,398
Depreciation	<u>241,325</u>
Total operating expenses	<u>2,166,293</u>
Operating income (loss)	<u>(2,046,782)</u>
Nonoperating revenues (expenses):	
Interest income	2,116
Operating grants	1,383,125
Capital grants	<u>618,289</u>
Total nonoperating revenues (expenses)	<u>2,003,530</u>
Income (loss) before capital contributions and transfers	<u>(43,252)</u>
Capital contributions	143,171
Transfers out	<u>(61,338)</u>
Change in net position	38,581
Net position - beginning (restated)	2,652,979
Net position - ending	<u>\$ 2,691,560</u>

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2018**

	Local Transit Enterprise Fund
Cash flows from operating activities:	
Receipts from customers and users	\$ 119,063
Payments to suppliers	(1,553,536)
Payments to employees	(275,264)
Receipts from other operating activities	448
Net cash provided (used) by operating activities	(1,709,289)
Cash flows from noncapital financing activities:	
Transfers from (to) other funds	(61,338)
Loan from (to) other funds	289,830
Operating grants	1,096,400
Net cash provided (used) by noncapital financing activities	1,324,892
Cash flows from capital and related financing activities:	
Capital grants	618,289
Acquisition and construction of capital assets	(239,531)
Net cash provided (used) by capital and related financing activities	378,758
Cash flows from investing activities:	
Investment Income	2,116
Net cash provided (used) by investing activities	2,116
Net increase (decrease) in cash and cash equivalents	(3,523)
Cash and cash equivalents - beginning	3,523
Cash and cash equivalents - ending	\$ -
Reconciliation of operating income (loss) to net cash provided by (used for) operating activities:	
Operating income (loss)	\$ (2,046,782)
Adjustments to reconcile net operating income (loss) to net cash provided by (used for) operating activities:	
Depreciation	241,325
Changes in assets and liabilities:	
(Increase) decrease in prepaid expenses	(877)
(Increase) decrease in deferred outflows of resources from pensions	(37,613)
Increase (decrease) in accounts payable	33,629
Increase (decrease) in deferred inflows of resources from pensions	(6,935)
Increase (decrease) in net pension liability	107,124
Increase (decrease) in compensated absences	616
Increase (decrease) in postemployment benefit obligations	224
Net cash provided (used) by operating activities	\$ (1,709,289)
Noncash investing, capital, and financing activities:	
Developer and other capital contributions	\$ 143,171

The accompanying notes are an integral part of this statement.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2018**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Description of Reporting Entity

The accompanying financial statements present only the Transportation Development Act Funds of the City of Madera (TDA Funds) and are not intended to present fairly the financial position, changes in financial position, or cash flows of the City of Madera (City) with accounting principles generally accepted in the United States of America.

Basis of Accounting and Measurement Focus

The financial statements of the TDA Funds have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the TDA Fund's accounting policies are described below.

Governmental funds are accounted for on a spending of "current financial resources" measurement focus and the modified accrual basis of accounting. Under modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recorded when received in cash, except those revenues subject to accrual (generally 60 days after year-end) are recognized when due. The primary revenue sources, which have been treated as susceptible to accrual by the TDA Funds are Local Transportation Fund allocations and other intergovernmental revenues. Expenditures are recorded in the accompanying period in which the related fund liability is incurred.

Proprietary funds are accounted for using the "economic resources" measurement focus and the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

Fund Accounting

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for as a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. Operating revenues in the enterprise fund are those revenues that are generated from the primary operations of the fund. All other revenues are reported as nonoperating revenues. Operating expenses are those expenses that are essential to the primary operations of the fund. All other expenses are reported as nonoperating expenses.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2018**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets

Capital assets, which include property, plant, equipment and infrastructure assets (e.g., roads, sidewalks, and similar items), are reported in the applicable governmental or business-type activities in the Government-Wide Financial Statements. City policy has set the capitalization threshold for reporting capital assets at \$5,000. Capital assets are valued at historical cost or estimated historical cost if actual historical cost was not available. Donated assets are valued at their estimated fair market value on the date donated.

Depreciation is recorded on a straight-line basis over estimated useful lives of the assets as follows:

Buildings	25-30 years
Improvements	5-50 years
Equipment	4-15 years
Infrastructure	10-50 years

The City defines infrastructure as the basic physical assets that allow the City to function. The assets include streets, bridges, sidewalks, drainage systems, and lighting systems, etc. Each major infrastructure system can be divided into subsystems. For example, the street system can be subdivided into pavement, curb and gutters, sidewalks, medians, streetlights, landscaping and land. These subsystems were not delineated in the basic financial statements. The appropriate operating department maintains information regarding the subsystems.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest on construction-related debt incurred during the period of construction for business-type and proprietary fund assets is capitalized as a cost of the constructed assets. Capital assets acquired under capital leases are capitalized at the net present value of the total lease payments.

Transfers Between Funds

With City Council approval, resources may be transferred from one City fund to another. The purpose of the majority of transfers is to reimburse a fund that has made expenditures on behalf of another fund.

Net Position

The government-wide and proprietary fund financial statements utilize a net position presentation. Net position is classified in the following categories:

- **Net investment in capital assets** – This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce this category.
- **Restricted net position** – This category presents external restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.
- **Unrestricted Net Position** – This category represents net amounts that do not meet the criteria for “restricted” or “net investment in capital assets”.

When both restricted and unrestricted resources are available for use, it is the City’s policy to use restricted first, and then unrestricted resources as they are needed.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2018**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in governmental fund financial statements are as follows:

Nonspendable Fund Balance

This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted Fund Balance

This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

Committed Fund Balance

This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the City Council. These amounts cannot be used for any other purpose unless the City Council removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned Fund Balance

This classification includes amounts that are constrained by the City's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the City Council or through the City Council delegating this responsibility to the Finance Director through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

Unassigned Fund Balance

This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the City's policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the City's policy is to first apply committed fund balance, then assigned fund balance, and finally unassigned fund balance.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2018**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The various funds are grouped in the accompanying financial statements into fund types as follows:

Government Fund Type

Special Revenue Funds – Street construction and intermodal building operations are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

Proprietary Fund Type

Enterprise Fund – The local transit fund is used to account for operations financed and operated similar to business activities such as services rendered to the general public on a fee basis.

The City records the transit allocations of both the City of Madera and the County of Madera (County) for Dial-A-Ride service in a separate fund on the City's books. The fund also records the costs of the City's fixed route service. The City contracts for Dial-A-Ride and fixed route services from First Transit, Inc.

The City and County's agreement to fund the costs of the Dial-A-Ride service provides for the County to reimburse the City at a fixed rate per annum. The rate is calculated to reflect the greater distances required by Dial-A-Ride's County riders. The City collects ticket sales proceeds and has allocated them between the City and County based upon the ratio of the County's contracted fixed rate of funding to total Dial-A-Ride costs. The City submits requests for reimbursement of costs, net of ticket sales, to the Local Transportation Fund (LTF) on behalf of both the City and County.

Use of Estimates

A number of estimates and assumptions relating to the reporting of revenues, expenditures/expenses, assets, deferred outflows of resources, liabilities and deferred inflows of resources, and the disclosure of contingent liabilities were used to prepare these financial statements in conformity with accounting principles generally accepted in the United States of America. Actual results could differ from those estimates.

Due from Local Governmental Agencies

Claims made for reimbursement of costs incurred during the fiscal year have been accrued as due from the Madera County Transportation Commission or from other governmental agencies in the same fiscal year.

Payables

Certain costs are incurred by the City during the current period but are not paid until after the beginning of next fiscal period. These costs are reported as payables in the financial statements. The City's current accounts payable balance of \$209,000 in the Local Transit Enterprise Fund and \$14,688 in the Special Revenue Fund as of June 30, 2018, respectively, is related to certain contract services and payments for utility fees.

Unearned Revenue

Unearned revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrued basis of accounting. The City typically records intergovernmental revenues (primary grants and subventions) received but not earned (qualifying expenditures not yet incurred).

Due to General Fund

These amounts resulted from temporary reclassifications made at June 30, 2018 to cover cash shortfalls and reimbursement agreements.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2018**

NOTE 2 – CASH AND INVESTMENTS

Cash is pooled in the City's cash and investments. Income from the investment of pooled cash is allocated to the City on a monthly basis, based upon the actual daily balance of the fund as a percentage of the total pooled cash balance. Cash and investments consist of U.S. government-backed securities and investments in the State of California Local Agency Investment Fund, as well as banker acceptances, commercial paper and money market funds, and are not identified with any single fund of the City. The City values its cash and investments at fair value on a portfolio basis. The City manages its pooled idle cash and investments under a formal investment policy that is adopted and reviewed by the City Council, and that follows the guidelines of the State of California Government Code.

Investments are stated at fair value. The increase in the fair value of investments is recognized as an increase to the interest income revenue. The City normally holds investments to term; therefore, no realized gain/loss is recognized.

Citywide information concerning cash and investments for the year ended June 30, 2018, including authorized investments, custodial credit risk, credit and interest rate risk for debt securities and concentration of investments, carrying amount and market value of deposits and investments, may be found in the notes to the City's Financial Statements.

NOTE 3 – CAPITAL ASSETS

A summary of capital assets for the year ended June 30, 2018 is as follows:

	Balance 6/30/2017 <u>(Restated)</u>	<u>Additions</u>	<u>Deletions</u>	<u>Reclassifications</u>	Balance 6/30/2018
Capital assets not being depreciated:					
Land	\$ 320,500	\$ -	\$ -	\$ -	\$ 320,500
Construction in progress	<u>1,609,927</u>	<u>382,699</u>	-	<u>(476,669)</u>	<u>1,515,957</u>
Total capital assets not being depreciated:	<u>1,930,427</u>	<u>382,699</u>	-	<u>(476,669)</u>	<u>1,836,457</u>
Capital assets being depreciated:					
Buildings and improvements	66,737	-	-	-	66,737
Equipment	<u>2,692,778</u>	-	-	<u>476,669</u>	<u>3,169,447</u>
Total capital assets being depreciated	<u>2,759,515</u>	-	-	<u>476,669</u>	<u>3,236,184</u>
Less accumulated depreciation for:					
Buildings and improvements	38,392	2,126	-	-	40,518
Equipment	<u>1,771,533</u>	<u>239,199</u>	-	-	<u>2,010,732</u>
Total accumulated depreciation	<u>1,809,925</u>	<u>241,325</u>	-	-	<u>2,051,250</u>
Business-type activities capital assets, net	<u>\$ 2,880,017</u>	<u>\$ 141,374</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 3,021,391</u>

For the year ended June 30, 2018, depreciation expense was \$241,325.

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT FUNDS
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2018**

NOTE 4 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES

In addition to assets, the statement of net position and balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position or fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. The City Deferred outflows of resources reported in the proprietary funds of \$124,994 is related to contributions to the pension plan.

In addition to liabilities, the statement of net position and balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position or fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows of resources in the proprietary funds of \$1,388 is related to the pension plan.

NOTE 5 – PENSION PLANS

The City recognizes a net pension liability for each qualified pension plan in which it participates, which represents the excess of the total pension liability over the fiduciary net position of the qualified pension plan, measured as of the City’s fiscal year-end or the City’s proportionate share thereof in the case of a cost-sharing multiple-employer plan. The amounts reported in the TDA Enterprise Fund as pension liability and the related deferred inflows and outflows represent that funds allocable share of the total City liability and deferred items. For a more comprehensive description of the City of Madera’s pension activity, refer to footnote 8 contained in the City-wide financial statements located on the City’s website.

NOTE 6 – RESTATEMENT OF BEGINNING NET POSITION

Adjustments resulting from error or a change to comply with provision of the accounting standards are treated as adjustments to prior periods. Accordingly, the City reports these changes as restatements of beginning net position.

Reconciliation of the prior period ending to the current year beginning net position in the TDA funds financial statements are as follows:

<u>Description</u>	<u>Local Transit Enterprise Fund</u>
Beginning net position	\$ 2,314,040
Prior period adjustment: Understatement of land	320,000
Change in accounting principle:	
Record the beginning deferred OPEB contribution and net OPEB liability	<u>18,939</u>
Total	<u>338,939</u>
Beginning net position, as restated	<u>\$ 2,652,979</u>

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF MADERA, CALIFORNIA
 BUDGETARY COMPARISON SCHEDULE
 STREET CONSTRUCTION SPECIAL REVENUE FUND
 FOR THE YEAR ENDED JUNE 30, 2018**

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Variance with Final Budget</u>
	<u>Original</u>	<u>Final</u>		
REVENUES:				
Local transportation funds	\$ 1,246,177	\$ 1,246,177	\$ 689,520	\$ (556,657)
Total revenues	<u>1,246,177</u>	<u>1,246,177</u>	<u>689,520</u>	<u>(556,657)</u>
EXPENDITURES:				
Local transportation funds	<u>697,360</u>	<u>3,436,718</u>	<u>200,218</u>	<u>3,236,500</u>
Total expenditures	<u>697,360</u>	<u>3,436,718</u>	<u>200,218</u>	<u>3,236,500</u>
Excess (deficiency) of revenues over (under) expenditures	<u>548,817</u>	<u>(2,190,541)</u>	<u>489,302</u>	<u>2,679,843</u>
OTHER FINANCING SOURCES (USES):				
Transfers out	<u>(488,000)</u>	<u>(488,000)</u>	<u>(488,000)</u>	<u>-</u>
Total other financing sources (uses)	<u>(488,000)</u>	<u>(488,000)</u>	<u>(488,000)</u>	<u>-</u>
Net change in fund balance	60,817	(2,678,541)	1,302	2,679,843
Fund balance - beginning	<u>503,037</u>	<u>503,037</u>	<u>503,037</u>	<u>-</u>
Fund balance - ending	<u>\$ 563,854</u>	<u>\$ (2,175,504)</u>	<u>\$ 504,339</u>	<u>\$ -</u>

**CITY OF MADERA, CALIFORNIA
BUDGETARY COMPARISON SCHEDULE
INTERMODAL BUILDING OPERATIONS SPECIAL REVENUE FUND
FOR THE YEAR ENDED JUNE 30, 2018**

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Variance with</u>
	<u>Original</u>	<u>Final</u>		<u>Final Budget</u>
REVENUES:				
Local transportation funds	\$ 12,118	\$ 12,118	\$ 44,918	\$ 32,800
Aid from other governmental agencies	1,858,002	1,858,002	63,440	(1,794,562)
Building rents and leases	21,000	21,000	21,894	894
Utility reimbursements	<u>7,000</u>	<u>7,000</u>	<u>12,210</u>	<u>5,210</u>
 Total revenues	 <u>1,898,120</u>	 <u>1,898,120</u>	 <u>142,462</u>	 <u>(1,755,658)</u>
EXPENDITURES:				
Intermodal building improvements	47,541	97,777	58,878	38,899
Administrative	<u>87,032</u>	<u>87,032</u>	<u>82,678</u>	<u>4,354</u>
 Total expenditures	 <u>134,573</u>	 <u>184,809</u>	 <u>141,556</u>	 <u>43,253</u>
 Excess (deficiency) of revenues over (under) expenditures	 <u>1,763,547</u>	 <u>1,713,311</u>	 <u>906</u>	 <u>(1,712,405)</u>
OTHER FINANCING SOURCES (USES):				
Transfers out	<u>(162)</u>	<u>(162)</u>	<u>(162)</u>	<u>-</u>
Total other financing sources (uses)	<u>(162)</u>	<u>(162)</u>	<u>(162)</u>	<u>-</u>
 Net change in fund balance	 1,763,385	 1,713,149	 744	 (1,712,405)
Fund balance - beginning	<u>27,708</u>	<u>27,708</u>	<u>27,708</u>	<u>-</u>
Fund balance - ending	<u>\$ 1,791,093</u>	<u>\$ 28,452</u>	<u>\$ 28,452</u>	<u>\$ -</u>

**CITY OF MADERA, CALIFORNIA
TRANSPORTATION DEVELOPMENT FUNDS
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEAR ENDED JUNE 30, 2018**

A. BUDGETARY INFORMATION

The City establishes annual budgets for the Special Revenue Funds. Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

- 1) The department heads prepare a budget request based upon the previous year's expenditures.
- 2) A meeting is held between the department heads, Finance Director and City Administrator for the purpose of reviewing and prioritizing the budget requests.
- 3) The City Administrator submits the proposed City Budget to the City Council, who makes decisions regarding department budgets.
- 4) The approved budget is placed in the City's accounting system and monitored by the finance department as well as by the department heads.

Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.

- 5) Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year that the applicable purchase orders are expected to be issued. Budgeted amounts are maintained as originally adopted and as further amended by the City Council. The level of control (level at which expenditures may not exceed budget) is at fund level for the Transportation Development Act Funds.

OTHER REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER
MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING
STANDARDS* AND THE TRANSPORTATION DEVELOPMENT ACT

To the Board of Commissioners
Madera County Transportation Commission
Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (TDA Funds) of the City of Madera, California (the City), as of and for the year ended June 30, 2018, and the related notes to the financial statements, which collectively comprise the TDA Funds' basic financial statements, and have issued our report thereon dated September 16, 2019, which included an explanatory paragraph describing that the financial statements only present the City's TDA Funds.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting as it relates to the City's TDA Funds to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of City's internal control. Accordingly, we do not express an opinion on the effectiveness of City's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's TDA Funds financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

677 Scott Avenue
Clovis, CA 93612
tel 559.299.9540
fax 559.299.2344

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's TDA Funds financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Our audit was further made to determine that TDA Funds allocated to and received by the City were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Madera County Transportation Commission as required by Section 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and the Transportation Development Act.

Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA)

In November 2006, California Voters passed a bond measure enacting the Highway Safety Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of State general obligation bonds authorized, \$4 million was set aside by the State as instructed by statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

During the fiscal year ended June 30, 2018, the City expensed \$105,617 of PTMISEA funding.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance as it relates to the TDA Funds. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Pange & Company

Clovis, California
September 16, 2019



2001 Howard Road, Suite 201
Madera, California 93637

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

MEMORANDUM

ITEM 9-A

DATE: November 20, 2019

TO: MCTC Policy Board

FROM: Troy McNeil, Fiscal Supervisor

RE: FY 2019-20 Overall Work Program Budget Amendment No. 1 – ITEM 9-A

I. Requested Action:

Approve 2019-20 Overall Work Program Amendment No. 1

II. Summary:

Included in your package is a letter to Caltrans requesting an amendment to the Overall Work Program and Budget, a copy of the amended budget, and amended work elements. The revised Budget is \$1,953,439 (increase of \$110,165 from original budget). The amendment reflects changes due to unexpected technology repair costs, actual carryover of budgeted contract expenditures from FY 2018-19, and an adjustment for actual costs incurred versus budgeted costs. A new Work Element (905) was added for the Project Prioritization Study.

The amendment is recognized in the following:

Revenues – (Increase \$110,165)

- FHWA PL Carryover – increase \$17,520
- FTA 5303 Carryover – increase \$2,852
- SB-1 Sustainable Communities Grant Carryover 18-19 – increase \$53,260
- SB-1 Sustainable Communities Planning Grant – increase \$18,954
- TDA Carryover – increase \$10,374
- MCTA – increase \$7,205

Salaries & Benefits – (Decrease \$2,450)

- Worker’s Compensation – decrease \$1,082
- Health – decrease \$1,368

Indirect Costs – (Increase \$46,000)

- Computer Software – increase \$2,000
- Conference/Training/Education – decrease \$2,000
- Equipment Leases – decrease \$500
- Technology Related Equipment & Repairs – increase \$45,000
- Telephone/Internet/Website – increase \$2,500
- Valley Coordination – decrease \$1,000

Other Direct Costs – (Increase \$66,615)

- Air Quality (Consultant) – decrease \$2,000
- Board Costs and Other Costs – increase \$1,000
- Consultant (SB-1 Planning Grant) – increase \$76,615
- MCTA Conference/Travel – decrease \$1,000
- TDA Audits – decrease \$2,000
- Model Update – decrease \$12,000
- Other MCTA Costs – increase \$1,000
- Public Participation Program – increase \$5,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 101 – Performance Measures; 110 – Regional Planning Database; 111 – Traffic Monitoring Program; 112 – Traffic Modeling; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 140 – Other Modal Elements; 150 – Public Participation Program; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 903 – Sustainable Communities Planning Grant; 905 – Project Prioritization Study; 907 – Board Cost & Other Expenses; 910 – MCTA Administration

III. Fiscal Impact:

The fiscal impact to the MCTC FY 2019-20 Overall Work Program and Budget is a revised Budget in the amount of \$1,953,439, an increase of \$110,165.

November 20, 2019

Mr. Michael Navarro, Chief
Caltrans, District 06
1352 W. Olive
P.O. Box 12616
Fresno, California 93778

Attn: Jamaica Gentry, Associate Transportation Planner

SUBJECT: FY 2019-20 Overall Work Program & Budget Amendment No. 1

Dear Mr. Navarro:

The Madera County Transportation Commission, at its November 20, 2019 meeting, approved Amendment No. 1 to MCTC's FY 2019-20 Overall Work Program & Budget. The overall Budget is \$1,953,439, an increase of \$110,165. Attached is a copy of the amended budget, amended OWP spreadsheet and amended Work Elements.

The amendment is recognized in the following:

Revenues – (Increase \$110,165)

- FHWA PL Carryover – increase \$17,520
- FTA 5303 Carryover – increase \$2,852
- SB-1 Sustainable Communities Grant Carryover 18-19 – increase \$53,260
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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

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	124,000	0	169,057	635,518	100,000	53,744	0	1,348,719
Carryover to Future Year				(344,128)	(6,000)	(7,352)				(157,961)		(13,851)	(529,292)
Total Available Funds	1,242,688	710,751	1,953,439	413,687	28,000	116,648	0	318,793	635,518	361,018	53,744	26,031	1,953,439

11/15/2019 3:39	Expenditures by Agency			Expenditures by Revenue Source										Total	
	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
100 Regional Transportation Plan	113,150		113,150	8,909	4,069			0			68,765	31,407			113,150
101 Performance Measures	17,115		17,115	1,963				0			15,152				17,115
110 Regional Planning Database	57,244		57,244	6,566				0			50,678				57,244
111 Traffic Monitoring Program	10,520	7,000	17,520	1,212	803			0			9,310	6,195			17,520
112 Regional Transportation Modeling	84,811	54,500	139,311	9,728	6,251			0			75,083	48,249			139,311
112.1 Model Update	19,890	163,000	182,890	0	20,977						0	161,913			182,890
113 Air Quality Transportation Planning	70,585	8,000	78,585	9,014				0			62,489	7,082			78,585
120 Goods Movement & Highways Planning	113,928		113,928	13,068				0			0	100,860			113,928
122 Project Coordination & Financial Programming	41,096		41,096	41,096				0			0				41,096
130 Public Transportation	90,111		90,111	6,963	3,373			0			0		53,744	26,031	90,111
140 Other Modal Elements	113,237		113,237	12,988				0			100,249				113,237
150 Public Participation Program	58,040	6,000	64,040	6,657	688			0			51,383	5,312			64,040
151 Alternative Transportation Activities	63,386		63,386	63,386				0			0				63,386
200 Transportation Program Development	182,550		182,550	20,938				0			161,612				182,550
901 Transportation Funds Administration	70,297	43,000	113,297	113,297				0			0				113,297
902 OWP & Budget	46,083		46,083	5,286				0			40,797				46,083
903 SR 233 Corridor Study															
903.1 FY 18-19	4,163	142,330	146,493	16,803				0		129,690	0				146,493
903.2 FY 19-20	9,548	162,135	171,683	19,692				0		151,991	0				171,683
905 Project Prioritization Study	1,634	40,286	41,920	4,808				0		37,112					41,920
907 Board Cost & Other Expenses	14,152	29,000	43,152	15,152		28,000		0			0				43,152
910 MCTA Administration	61,148	55,500	116,648	0			116,648	0			0				116,648
Total Expenditures	1,242,688	710,751	1,953,439	377,526	36,160	28,000	116,648	0	0	318,793	635,518	361,018	53,744	26,031	1,953,439
				413,687				0			996,536		79,775		

TOLL CREDITS (Non-cash match)

Appendix B: Line-Item Budget

Madera County Transportation Commission
2019-20 Annual Budget
 15-Nov-19

Revenues	19-20 Budget	Amend #1	Amend #2	Amended Budget
FHWA PL	\$635,518			\$635,518
FHWA PL Carryover	\$343,498	\$17,520		\$361,018
FTA 5303	\$53,744			\$53,744
FTA 5303 Carryover	\$23,179	\$2,852		\$26,031
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		\$181,287
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		\$116,648
Other	\$0			\$0
Total Revenues	\$1,843,274	\$110,165	\$0	\$1,953,439
Non-cash information				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
Expenses				
	19-20 Budget			Amended Budget
Salaries & Benefits				
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
Subtotal Salaries & Benefits	\$985,138	(\$2,450)	\$0	\$982,688
	<i>Direct</i> \$557,629			\$556,216
	<i>Indirect</i> \$427,509			\$426,472
Indirect Costs				
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$1,500	\$2,000		\$3,500
Conference/Training/Educat	\$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		\$59,000
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
Subtotal Indirect Costs	\$214,000	\$46,000	\$0	\$260,000
Other Direct Costs				
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			\$15,000
MCTC TDA Audits	\$12,000	(\$2,000)		\$10,000
MCTC TDA Other Admin Costs	\$30,000			\$30,000
Model Update	\$175,000	(\$12,000)		\$163,000
Other MCTA Costs	\$4,000	\$1,000		\$5,000
Public Participation Program	\$10,000	\$5,000		\$15,000
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
Subtotal Other Direct Costs	\$644,136	\$66,615	\$0	\$710,751
\$0	0			\$0
Total Expenses	\$1,843,274	\$110,165	\$0	\$1,953,439
	\$0	\$0	\$0	\$0

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

100 Regional Transportation Plan & EIR			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	12,978	MCTC	113,150
MCTA			
FHWA-PL	100,172		
FTA-Section 5303			
STIP - PPM			
Other			
Total	113,150	Total	113,150

WORK ELEMENT: 101 PERFORMANCE MEASURES

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process.

Discussion

The MAP-21 and FAST Acts established new performance management requirements to ensure that MPOs improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds. The performance measures (PM) for the Federal highway programs include:

- PM 1: HSIP and Safety Performance
- PM 2: Pavement and Bridge Condition Performance
- PM 3: System Performance/Freight/CMAQ Performance

Performance Measure 1: The Safety PM Final Rule supports the data-driven performance focus of the HSIP and establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The reporting cycle for the Safety PM is annual and there are no penalties for not meeting targets.

Performance Measure 2: MAP-21 and subsequent Federal rulemaking established Federal regulations that require the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures related for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition. The specific performance measures are:

- Pavement Performance of the NHS
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition
 - Percentage of non-Interstate pavements in Good condition
 - Percentage of non-Interstate pavements in Poor condition

- Bridge Performance of the NHS
 - Percentage of NHS bridges in Good condition
 - Percentage of NHS bridges in Poor Condition

MCTC will establish targets for these measures within 180 days of the State establishing targets. MCTC must establish 2 and 4-year targets for these measures and agree to plan or program projects so that they contribute toward accomplishment of the State performance targets or by establishing quantifiable targets for these measures for the MPA.

Performance Measure 3: Seven performance measures related to the performance of the Interstate and non-Interstate National Highway System were also established for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The measures are:

- Performance of the NHS:
 1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure),
 2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
 3. Percent change in tailpipe CO2 emissions on the NHS compared to the calendar year 2017 level (referred to as the Greenhouse Gas (GHG) measure). This measure was repealed on May 31, 2018
- Freight Movement on the Interstate System:
 4. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure);
- CMAQ Program Traffic Congestion:
 5. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure);
 6. Percent of Non-Single Occupancy Vehicle (SOV) Travel.
- CMAQ On-Road Mobile Source Emissions:
 7. Total Emissions Reduction.

The measure's applicability and reporting requirement depend on each MPA location and size.

The U.S. Department of Transportation encourages state DOTs and MPOs to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

The performance-based planning activities require regular coordination with Federal, State, and local agency officials; outreach to local stakeholders; identification of available data sources, data collection; identification of reasonable and achievable targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans.

MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State and local

agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures
2. Established performance targets and report processes with local agencies
3. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes
4. Coordinated with Caltrans for PM 1/2/3
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan

Product

1. Safety targets (PM 1) for the region
2. Pavement and Bridge Condition Performance targets (PM 2)
3. System Performance/Freight/CMAQ Performance targets (PM 3)
4. Signed target reporting agreements with Caltrans in regards with PM1, PM2, PM 3 targets

Tasks

	Task Description	Work Schedule	% of Work
101.1	Coordinate with FHWA and Caltrans regarding Federal and State requirements	2019-20	15%
101.2	Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and development of planning documents related to developing targets	2019-20	15%
101.3	Establish PM1 performance targets and report processes for local agencies for performance measures	August-February	10%
101.4	Establish PM2 performance targets and report processes for local agencies for performance measures	May-November	10 %
101.5	Establish PM3 performance targets	May-November	10 %
101.6	Collect and report regional data on meeting targets, and all other reporting requirements as they relate to Safety, Pavements Condition, and System Performance	2019-20	20%
101.7	Participate in Technical Advisory Group meetings for Performance Measures	2019-20	10%
101.8	Monitor State and Federal guidance related to performance measures	2019-20	10%
			100%

FTE: .09

101 Performance Measures			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	1,963	MCTC	17,115
MCTA			
FHWA-PL	15,152		
FTA-Section 5303			
STIP - PPM			
Other			
Total	17,115	Total	17,115

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

110 Regional Planning Database			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	6,566	MCTC	57,244
MCTA			
FHWA-PL	50,678		
FTA-Section 5303			
STIP - PPM			
Other			
Total	57,244	Total	57,244

WORK ELEMENT: 111 TRAFFIC MONITORING PROGRAM

Objective

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

Discussion

MCTC utilizes contracts with survey professionals to conduct traffic counts and MCTC then prepares the Traffic Monitoring Program report. Staff and the consultant developed a standardized triennial regional count program with the assistance from the local agencies.

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

Highway Performance Monitoring System (HPMS)

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

Previous Work

1. Published Madera County Traffic Monitoring – 2018 Annual Report.
2. Developed a triennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies; accident diagrams and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2019 Annual Report.
2. Traffic counts.
3. HPMS data submission to Caltrans.
4. Document tribal government-to-government relations.

Tasks

	Task Description	Work Schedule	% of Work
111.1	Conduct traffic counts at various locations. Issue Report.	Mar-May-20	70%
111.2	Provide traffic monitoring support to local agencies, including tribal governments.	2019-20	15%
111.3	Collect data from local agency and Caltrans traffic count programs.	2019-20	10%
111.4	Coordinate the submission of HPMS data to Caltrans from local agencies as required.	2019-20	5%
			100%

FTE: .04

Traffic Monitoring Program			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	2,015	MCTC	10,520
MCTA		Consultant Services	7,000
FHWA-PL	15,505		
FTA-Section 5303			
STIP - PPM			
Other			
Total	17,520	Total	17,520

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING

Objective

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

Discussion

The Madera County travel demand model was initially developed in 1993-94 with major updates in 2001, 2012, and 2015. It was last updated as part of the San Joaquin Valley Model Improvement Program utilizing the Cube Base/Voyager software system.

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

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

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

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

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

Air quality issues are increasingly driving traffic model application. The San Joaquin Valley transportation planning agencies have jointly sponsored a comprehensive review of modeling needs within the valley with the intent of identifying a strategic plan for model development in order to satisfy air quality requirements. By an agreement executed in 1999 between the San Joaquin Valley Regional Transportation Planning Agencies and the California Air Resources Board, a new modeling software platform has been implemented.

The software represents a significant improvement in the state of the art and in particular is expected to provide a higher level of information for use in ongoing air quality planning activities.

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

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

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

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

Subsequent to the adoption of the 2014 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants. In 2015 and 2016 this update saw enhancements made to the significant roadway network, traffic analysis zone (TAZ) boundaries and socio-economic demographic profile of the model base year (2010) and SB 375 control year (2005) to more accurately convey observed conditions in the Madera Region for use in future year projections. In 2015 and 2016 this update saw enhancements made to the significant roadway network, traffic analysis zone (TAZ) boundaries and socio-economic demographic profile

of the model base year (2010) and SB 375 control year (2005) to more accurately convey observed conditions in the Madera Region for use in future year projections.

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

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

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

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

Work Element 112.1 Model Update

MCTC has begun the process of updating the model to a new base year necessary for further utilization of the tool for state and federal air quality analysis. Staff will be reviewing the capabilities of the existing modeling platform and investigating new technical tools able to be utilized in conjunction with current or future tools. Updating these planning tools began in the 18/19 fiscal year and will extend into the 19/20 fiscal year with a goal of completion in 2020 and initial use to begin with the 2022 RTP/SCS and 2023 FTIP.

Current model update activities will focus on two key aspects: updating necessary data inputs with the latest available planning assumption and enhancing scenario building and multi-modal analysis tools. The first phase of this update will allow the model to be used for development of the 2021 FTIP Conformity analysis in the winter of 2019 and 2020. The second phase will enhance modeling tools for use in the 2022 RTP/SCS scenario development process in the summer of 2021. Where identified through consultation, additional improvements to the overall model functionality, efficiency, and reliability will be implemented throughout the model update process.

An official request for proposals was issued to traffic modeling consultants in February of 2019. Three proposals were received and scored by a scoring committee of MCTC staff members. Elite Transportation Group (ETG) was the successful proposal. In April of 2019 MCTC contracted with ETG with work expected to continue for 18 months into the 2020/21 fiscal year. Pursuant to an agreement with the Kings County

Association of Governments (KCAG) and Caltrans, MCTC has been given funding resources in the amount of \$200,000 from Federal PL funds to help fund the model update project.

Previous Work

1. Developed and Updated Traffic Analysis Zones, Land Use Assumptions and Model Network for 2018 RTP/SCS and EIR projects and Federal Air Quality Conformity Determinations for various criteria pollutants.
2. Network development for the 2025 Rio Mesa Area Traffic Model.
3. Installation and implementation of Cube Base/Voyager traffic modeling software system.
4. Provided data for various transportation planning studies.
5. Network development for the 2050 Blueprint Model.
6. Model runs in support of Blueprint scenario planning process.
7. Implement San Joaquin Valley Model Improvement Program utilizing Prop 84 funding (in kind).
8. Implement Central Valley MPOs I-PLACE3S Pilot Project (in kind).
9. Implement the UCD/ARB San Joaquin Valley model improvement project (in kind).
10. Developed 2010 update of countywide travel demand model, with projected models developed in five year increments to 2040.

Product

1. Maintain the current traffic model for the Madera regional area.
2. Model runs in support of air quality analysis, environmental studies, and project development activities.
3. Network updates and model runs producing VMT and speed bin data supporting air quality conformity analysis for 2019 FTIP & 2018 RTP amendments as needed.
4. Develop model runs for the 2018 RTP and SCS, as needed.
5. 2018 Model Update

Tasks

	Task Description	Work Schedule	% of Work
112.0.1	Maintain network and zonal database for year 2010 and projected years to 2042.	2019-20	20%
112.0.2	Organize Model Coordinating Committee Meetings as needed.	cont.	5%
112.0.3	Local and regional project model runs.	2019-20	5%
112.0.4	Utilize modeling tools in support of SJ Valley Blueprint.	2019-20	5%
112.0.5	Participate and coordinate with other valley agencies in model improvement activities.	2019-20	10%
112.1.1	Continue work on 2018 Model Update	July – June 2020	55%
			100%

FTE: .33

112.0 Regional Transportation Modeling			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	15,979	MCTC	84,811
MCTA		Technical/Modeling On-Call Services (Consultant)	50,000
FHWA-PL	123,332	Cloud Computing (Valley)	1,000
FTA-Section 5303		Software Maintenance (Valley)	3,500
STIP - PPM			
Other			
Total	139,311	Total	139,311

112.1 Model Update			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	20,977	MCTC	19,890
MCTA		2018 Model Update (Consultant)	163,000
FHWA-PL			
Carryover	161,913		
FTA-Section 5303			
STIP - PPM			
Other			
Total	182,890	Total	182,890

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING

Objective

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

Discussion

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

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

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

The Valley TPA Directors continue joint funding for a valley-wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis consistent with the requirements of MAP-21 and the FAST Act. The Federal Clean Air Act requirements are complex and require continual monitoring of changes and interpretations of the requirements. Increased involvement in technical analyses of plans, programs, and projects has been necessary during the last several years to ensure compliance. MCTC remains involved in the air quality conformity process through participation in statewide and regional workshops and committees (i.e. EMFAC 20011-SG, etc.).

MCTC has demonstrated its transportation planning related air quality impacts conform to the 2015 Ozone and 2012 PM2.5 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to

forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings.

Previous Work

1. Monitored developments of Federal and State Clean Air Acts.
2. Executed MOU with eight Valley TPAs and the Air District to ensure a comprehensive and cooperative approach to air quality transportation planning.
3. Assisted in development of travel and emissions travel forecasts.
4. Projected motor vehicle emission forecasts for Madera County.
5. Continued to work jointly with the Air District in matters pertaining to transportation planning.
6. Provided updated travel factors to the Air District.
7. Completed Reasonably Available Control Measure (RACM) process for Madera County for inclusion in the Air District's Ozone Extreme Plan.
8. Completed the Best Available Control Measure (BACM) process for Madera County for inclusion in the Air District's PM10 Plan.
9. Participated with other Valley TPAs in the San Joaquin Valley Modeling/Air Quality Committee.
10. Developed greenhouse gas reduction targets for Madera County to meet SB 375 mandates.
11. Prepared 8-Hour Ozone, PM 10, and PM 2.5 Air Quality Conformity.
12. Determinations for the 2019 FTIP/ 2018 RTP.
13. Determination for the 2017 FTIP.

Product

1. Contract with Valley Air Quality Consultant (approx. \$10,000).
2. Prepare Conformity Determinations as required for any amendments to the 2019 FTIP or 2018 RTP.
3. Document tribal government-to-government relations.

Tasks

	Task Description	Work Schedule	% of Work
113.1	Participate with other Valley MPOs in the San Joaquin Valley Director's Association-Interagency Consultation Group (IAC), and State agencies to address ongoing pertinent transportation modeling, air quality, modeling, and transportation conformity analysis issues.	2019-20 Monthly, as needed	25%
113.3	Monitor State and Federal guidance related to air quality transportation planning requirements.	2019-20 on-going	10%
113.4	Submit future year travel forecasts to the SJVAPCD and the CARB as requested.	2019-20	5%
113.5	Work with the SJVAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion or inclusion in attainment demonstration plans.	2019-20	5%
113.6	Evaluate various alternative modes of transportation as they relate to air quality.	Jan 20 – July 20	10%
113.7	Continue with the ongoing public education process and work to develop outreach programs on conformity and other transportation issues.	2019-20 on-going	5%
113.8	Continue to work with the SJVAPCD and SJV Model Coordinating Committee to jointly evaluate the development of the updated EMFAC (Emissions FACTor model) and current California mobile source control measures on motor vehicle emission projections.	2019-20	10%
113.9	Continue with ongoing coordination, consultation, collaboration and communication and provide necessary technical assistance to the tribal governments. Pertinent air quality information is disseminated directly to the local tribal governments and MCTC staff is made available to assist with air quality requirements.	2019-20	5%
113.10	Prepare conformity finding for amendments to the 2019 FTIP and 2018 RTP and draft 2021 FTIP.	As needed, May 20	25%
			100%

FTE: .23

113 Air Quality Transportation Planning			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	9,014	MCTC	70,585
MCTA		Air Quality Consultant	8,000
FHWA-PL	69,571		
FTA-Section 5303			
STIP - PPM			
Other			
Total	78,585	Total	78,585

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

120 Goods Movement and Highways Planning			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	13,068	MCTC	113,928
MCTA			
FHWA-PL	100,860		
FTA-Section 5303			
STIP - PPM			
Other			
Total	113,928	Total	113,928

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

122 Project Coordination and Financial Programming			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	41,096	MCTC	41,096
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Total	41,096	Total	41,096

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

130 Public Transportation			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	10,336	MCTC	90,111
MCTA			
FHWA-PL			
FTA-Section 5303	79,775		
STIP – PPM			
Other			
Total	90,111	Total	90,111

WORK ELEMENT: 140 OTHER MODAL ELEMENTS

Objective

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

Discussion

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

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

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

The Bicycle and Pedestrian Facilities Plan 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 to be utilized in all Madera County jurisdictions.

A Complete Streets Policy Guide was adopted in 2018 to assist local jurisdictions with the adoption of their own Complete Streets Policy. Complete Streets policies ensure a connected network of streets that are accessible to all users which can encourage mode shift to non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy.

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

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

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

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

The County of Madera is responsible for the Airport Land Use Compatibility Plan (ALUCP), formerly known as the Comprehensive Land Use Plan (CLUP). The CLUP was adopted in 2015.

MCTC staff will monitor the development of the California High-Speed Train. With the passage of Proposition 1A in November 2008, the High-Speed Train project was given an infusion of \$9.95 billion in bond funding. The California High-Speed Rail Authority has divided the proposed system into several segments for the purpose of Project-level Preliminary Engineering Design and Environmental analysis. Since Madera County sits on the "wye-connection" between three of these segments (San Jose-Merced, Merced-Fresno, and Fresno-Bakersfield), MCTC staff will attend meetings and engage in other forms of stakeholder outreach to ensure that the County is fully represented at every step of the process. The 2012 CHSRA Business Plan funds the construction of the first phase of the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. The 2018 RTP/SCS addresses local connectivity to the Merced and Fresno stations focusing on Amtrak along the SR 99 corridor and BRT along the SR 41 corridor into Fresno.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called 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.

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Updated information on bicycle and pedestrian facilities and rail planning for inclusion in the 2014, and 2018 RTPs.
3. San Joaquin Valley ITS Strategic Deployment Plan.
4. Member of the Madera County High Speed Rail Technical Working Group.
5. Incorporated livability/sustainability PEA principles in RTP development.
6. Conducted Pedestrian Safety Assessment with City of Madera.
7. Adopted the Madera County Regional Active Transportation Plan in 2018.
8. Adopted the Complete Streets Policy Guide in 2018.

Product

1. Updated information on bicycle and pedestrian facilities, aviation systems planning (planning only) and rail planning for inclusion in the updates of the RTP.
2. Staff reports on non-motorized, aviation, and rail issues.
3. Participate in updates to the ITS Architecture Maintenance Plan.

Tasks

	Task Description	Work Schedule	% of Work
140.1	Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail.	July 2019- June 2020- as necessary	20%
140.2	Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects.	July 2019- June 2020 – as needed when information regarding funding becomes available	10%
140.3	Review goals, objectives and policies for bicycle and pedestrian, aviation, and rail. Update for inclusion in the RTP as necessary.	July 2019- 2020 – as needed	5%
140.4	Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements.	July 2019- June 2020 – monthly and as needed	20%
140.5	Monitor and participate in the EIR/EIS development process for the California High-Speed Rail system, including proposed alignments and potential maintenance facility locations in Madera County and ensure consistency and compliance with the RTP and other plans and products.	July 2019- June 2020 – as needed	5%
140.6	Represent Madera County on the San Joaquin Valley Rail Committee.	July 2019- June 2020 - monthly	5%
140.7	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments.	July 2019- June 2020 – as needed when information becomes available	25%
140.8	Develop and maintain Active Transportation web page.	July 2019- June 2020 - monthly	10%
			100%

FTE: .41

140 Other Modal Elements				
<i>Revenue by Source</i>			<i>Expenditure by Agency</i>	
LTF	12,988		MCTC	113,237
MCTA				
FHWA-PL	100,249			
FTA-Section 5303				
STIP - PPM				
Other				
Total	113,237		Total	113,237

WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM

Objective

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

Discussion

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

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

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

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

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

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. elderly, disabled, low income and minority, African American, Hispanic, Asian American, American Indian, / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014.

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

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

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

MCTC updated its Public Participation Plan (PPP) in preparation for the development of the 2018 RTP consistent with Federal transportation legislation requirements as well as new state requirements related to SB 375. The PPP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PPP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PPP was last updated in September of 2017 to more concisely direct Federal public engagement practices.

MCTC participated in The Central Valley Tribal Environmental Justice Project. The Project was a collaborative effort between the eight valley Councils of Governments (COGs) to develop a report containing tribal input on transportation, cultural preservation, participation in decision-making and environmental justice as part of the region's Blueprint process. MCTC has an assigned staff person to serve as a tribal liaison.

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent

with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated April 2018.

Previous Work

1. Document tribal government to government relations.
2. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
3. 2017 MCTC Public Participation Plan.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2018 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2018 RTP.
7. Title VI Plan and Limited English Proficiency Plan.
8. MCTC Public Participation Plan.

Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.
3. Conduct extensive outreach efforts with environmental justice communities as part of the 2019 Unmet Transit Needs.
4. Maintain and improve MCTC website

Tasks

	Task Description	Work Schedule	% of Work
150.1	Amend as necessary the MCTC Public Participation Plan to comply with Federal and State requirements.	2019-20	15%
150.2	Evaluate the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes.	2019-20	10%
150.3	Provide Spanish language translations.	2019-20 as needed	10%
150.4	Coordinate, Consult, Collaborate with tribal governments.	2019-20	15%
150.5	Implement MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments.	2019-20	10%
150.6	Develop and implement bicycle and pedestrian safety, education, and encouragement programs.	Jan 20 – June 20	10%
150.7	Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings.	2019-20 as needed	15%
150.8	Review CalEPA's EnviroScreen Version 3.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities.	July 20 – Dec 20	10%
150.9	Collaborate with the Madera Community College Center to engage student community in outreach and education activities.	Jan 20 – June 20	5%
			100%

FTE: .22

150 Public Participation Program			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	7,345	MCTC	58,040
MCTA		Public Notices/Brochures	3,800
FHWA-PL	56,695	Translation Services	2,000
FTA-Section 5303		SJV Website	200
STIP - PPM			
Other			
Total	64,040	Total	64,040

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

151 Alternative Transportation Activities			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	63,386	MCTC	63,386
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Total	63,386	Total	63,386

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM

Objective

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

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work on the 2021 FTIP will begin during Fiscal Year 2019/20 with adoption in Summer 2020.

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

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); and other Federal funding sources. Project funding decisions on these three sources are under the MCTC’s control within Federal program guidance. Appropriate prioritization and selection processes for the region was consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, one (Safety) performance measure has been established for the 2019 FTIP.

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

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

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

MCTC staff provides continued project monitoring for federally funded projects and assists member agencies with programming projects. MCTC staff will continue to participate with California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conducts meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed.

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program in order to track regional obligation progress in meeting AB 1012 requirements.
6. Entered into MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2018.

Product

1. Draft 2021 FTIP and Air Quality Conformity Analysis for MCTC adoption in Summer 2020.
2. Amendments to the 2019 FTIP and Air Quality Conformity Analysis.
3. Staff analysis of project funding available to Madera County.
4. Public Notices and Inter Agency Consultation.
5. RSTP appropriation process.
6. Project selection and implementation of CMAQ Program.
7. Local Obligation Plans for CMAQ per AB 1012 requirements.
8. Federal Annual Listing of Obligated Projects.
9. CMAQ Annual Obligation report.
10. Additional STIP revisions.
11. CMAQ Call for Projects.

Tasks

	Task Description	Work Schedule	% of Work
200.1	Review California Transportation Commission Fund Estimates and policies.	July 2019- June 2020 – as information becomes available	5%
200.2	Review Caltrans proposed IIP and solicit local agency input.	July 2019- June 2020 – as information becomes available	5%
200.3	Prepare Federal Transportation Improvement Program Amendments and Conformity Analysis (as necessary) for submittal to Caltrans, the Federal Transit Administration, and the Federal Highways Administration.	July 2019- June 2020 – as needed/requ ired through entire Fiscal Year	50%
200.4	Coordination of Federal Transportation Improvement Program with Regional Transportation Improvement Program.	July 2019- June 2020 – as needed though entire Fiscal Year	5%
200.5	Prepare, submit, and upload various CMAQ Reports.	4Q 2019	10%
200.6	Prepare and submit AB 1012 report.	1Q 2020	5%
200.7	Participate in the Statewide Data Base Users Group. Program Regional FTIP information utilizing the CTIPS.	July 2019- June 2020 – monthly though entire Fiscal Year	5%
200.8	Prepare Annual Listing of Obligated Projects.	4Q 2019	5%
200.9	Conduct CMAQ Call for Projects process.	July 19 – Feb 20	10%
			100%

FTE: .65

200 Transportation Program Development			
<i>Revenue by Source</i>			<i>Expenditure by Agency</i>
LTF	20,938		MCTC
MCTA			182,550
FHWA-PL	161,612		
FTA-Section 5303			
STIP - PPM			
Other			
Total	182,550		Total
			182,550

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: .48

901 Transportation Funds Administration			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	113,297	MCTC	70,297
MCTA		Audits	11,000
FHWA-PL		Translation Services	2,000
FTA-Section 5303		Public Notices	1,000
STIP - PPM		Other Costs	30,000
Other			
Total	113,297	Total	113,297

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

902 Overall Work Program & Budget			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	5,286	MCTC	46,083
MCTA			
FHWA-PL	40,797		
FTA-Section 5303			
STIP - PPM			
Other			
Total	46,083	Total	46,083

WORK ELEMENT: 903 SR 233 CORRIDOR STUDY

Objective

The objective of the SB-1 Sustainable Communities Planning grant program is to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS, contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives. MCTC will conduct a SR 233 Corridor Study with the grant funds.

Discussion

Caltrans created the Sustainable Transportation Planning Grant to support its Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* The California Legislature passed, and Governor Edmund G. Brown Jr. signed into law, Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. In addition to the \$9.3 million in traditional State and federal grants, approximately \$25 million in SB 1 funds for Sustainable Communities Grants is available for the Fiscal Year (FY) 2019-2020 grant cycle. Metropolitan Planning Organizations in the State receive half of this funding or \$12.5 million in Sustainable Communities Formula Grants. The SB 1 grant funding is intended to support and implement the RTP/SCS and to ultimately achieve the State's GHG reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

Grant Program Overarching Objectives

The sustainable communities overarching objectives are:

Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals, preserving the State's natural and working lands, and preserving the unique character and livability of California's communities.

Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and local planning growth and economic development patterns.

Mobility – Increase the accessibility of the system and mobility of people and freight.

Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.

Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises (DBEs), etc.).

Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Examples of types of projects eligible to apply for this grant are outlined in **Appendix J** but are not limited to those presented in the list. However, communication and approval from Caltrans of any project type not

listed is necessary to ensure applicability. In general, types of projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning are eligible pending confirmation from Caltrans. **Appendix J** also provides a list of costs eligible for funding, as well as, ineligible activities and expenses list that would result in application disqualification.

As part of this program, MCTC is eligible to receive an estimated \$164, 209 in SB-1 Sustainable Communities Formula Funds for FY 19-20 and will administer these funds to carry out the objectives of the grant program. This project is a multi-year project and consists of two phases which will include funding from FY 18-19 and FY 19-20: 1) Phase 1 of this study is the preparation of a Public Participation and Outreach Plan and Existing Conditions / Needs Assessment Study for State Route 233; 2) Phase 2 of this study will build on the results of phase 1 and result in the completion of the SR 233/Robertson Boulevard Corridor Planning Study and Downtown Core Master Plan. Phase 2 of this study will be funded by MCTC's formula allocation for FY 2019-20.

INTRODUCTION:

MCTC, in collaboration with stakeholders, will commission a Public Participation and Outreach Plan and a Corridor Planning Study / Downtown Master Plan of SR 233/Robertson Boulevard from SR 152 to Rd 19, with an emphasis area in Downtown Chowchilla (See **Appendix K**).

RESPONSIBLE PARTIES:

MCTC will be the grantee. The project will be carried out through a joint collaboration of stakeholders, including community groups, Caltrans District 6, City of Chowchilla, Consultant Services, and MCTC. MCTC will hire consultant services to prepare a community outreach and engagement plan and to perform a corridor planning study.

MCTC and the City of Chowchilla will be collaborating closely on this project due to a parallel SB 1 Sustainable Communities Competitive Planning Grant the City of Chowchilla was awarded. Their Truck and Signage study have been integrated into this scope of work, funded from a different source, because SR 233 is the main trucking route and main street in the City of Chowchilla, as well as, part of the significant road system for the region which connects with SR 99 and SR 152.

OVERALL PROJECT OBJECTIVES:

When complete, the study will incorporate many of the objectives below and others that are found feasible.

- A road diet to improve bike, pedestrian and transit connectivity for residents of nearby homes and other essential destinations.
- Add bicycle lanes (Class I, II, III, and IV) or markings as found feasible either on SR 233 or nearest parallel streets.
- Include conceptual design for improved traffic signals, bulb outs, refuge islands, lighted bollards, and crosswalks treatments.
- Install pedestrian-scale street lighting along SR 233 that is energy efficient.
- Apply “green street” concepts, such as storm water planter boxes, shading trees, and porous pavers where possible.
- Install street furniture and other design features.
- Increase and make parking more accessible, by either creating diagonal parking or clearly marking parking spots.
- Make recommendations for necessary maintenance of sidewalks, curbs and streets, including re-surfacing as needed to address both physical deterioration and ADA deficiencies such as gaps, and infrastructure deficiencies for storm drainage.

- Coordinate transit routes and/or scheduling to best reflect the region’s diverse land use, socioeconomic conditions, travel patterns and mitigate roadway congestion.
- Create traffic calming design such as parklets along sidewalks and bulb outs on medians as found to be feasible within the preferred design.

MCTC’s primary objective of this study is that all components from the RTP/SCS, Complete Streets, Short Range Transit Development Plan, Active Transportation Plan, Social Services Technical Advisory Committee, and City of Chowchilla’s Design Guidelines are combined to serve all elements of well-planned multi-modal complete street concept while also providing a sense of place for the residents, business, and visitors.

The following sub-sections explain the scope of work, tasks, and deliverables per each phase of this project. Section 903.1 details the scope of work for Phase 1 of the SR 233 Corridor Study and tasks 1 through 3. Section 903.2 continues this scope of work into Phase 2 of the project for FY 19-20 and details task 4. Task 5 is an administrative task, therefore the deliverables in that task will apply to both phases.

903.1 State Route 233 Corridor Study: Public Participation Plan and Existing Conditions Report

PHASE 1: (FY 2018-19 FUNDING)

1. Community Outreach and Existing Conditions/ Needs Assessment

Task 1.1 Project Kick-Off Meeting # 1

- MCTC will hold a meeting with Caltrans staff to develop the Project Team, discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party:** MCTC

Task 1.2 Procure Consultant for Community Outreach/Data Collection/ Study/ Master Plan

- Complete RFP process for selection of consultant for Phase 1 and 2 using the proper procurement procedures.
- **Responsible Party:** MCTC

Task 1.3 Identify Stakeholders

- Identify, invite, and confirm individual stakeholders (senior managers and resident representatives) that represent specific sectors to serve on a Stakeholder Committee to meet face-to-face.
- Caltrans to review and provide comment.
- **Responsible Party:** Consultant

Task 1.4 Develop a Stakeholder Advisory Committee

- The purpose of the Stakeholder Committee as a decision-making body within the project governance structure is to provide, review and monitor strategic direction and policy guidance to the Project Team and other stakeholders.
- The Committee will provide recommendations on project approaches and participate in discussing general strategies and opportunities for project planning and implementation. Meeting summaries will be documented.
- Caltrans to review and provide comment.
- **Responsible Party:** Consultant

Task 1.5 Stakeholder Committee Kick-Off Meeting

- MCTC will hold a meeting with community partners’ staff to discuss grant procedures and project expectations including meeting schedules/timeline, invoicing/in-kind accountability, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party:** Consultant

Task 1.6 Staff Coordination

- Monthly face-to-face Project Team meeting to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans District 6 will serve as member of the Project Team.
- Meetings to include Consultant(s) or Community partners as appropriate.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
1.1	<i>Meeting Notes</i>
1.2	<i>Copy of Procurement Procedures and Executed Consultant Contract</i>
1.3	<i>Stakeholder Contact List</i>
1.4	<i>Formation of Stakeholder Committee and Meeting Notes</i>
1.5	<i>Meeting Notes</i>
1.6	<i>Monthly Meeting Notes</i>

2. Public Participation/Outreach Plan

Task 2.1 Develop Public Participation & Outreach Plan (PPOP)

- Develop and use a documented PPOP that defines a process for providing residents, disadvantaged community members, and key stakeholders with reasonable opportunities to be involved, informed, and actively engaged in the Robertson Boulevard Corridor Planning Study development. Examples of this processes include: community workshops, focus groups, surveys, and joint commission/committee meetings.
- The PPOP includes but not be limited to: process and timing for press advisories, development of web-based and social media interaction, participant satisfaction data, process for development of “Cultural Brokers” to promote meaningful engagement by the average ‘lay person’ in the planning process.
- **Responsible Party:** Consultant

Task 2.2 Review and Approval of Public Participation & Outreach Plan

- Caltrans to review, provide comment and approve the PPOP.
- PPOP to be reviewed and approved by Stakeholder Advisory Committee prior to implementation.
- **Responsible Party:** MCTC/Caltrans

Task 2.3 Community Workshop #1

- Workshop and walking tour. This workshop will introduce the project to the public, define project parameters, inform the community of project opportunities and constraints, and solicit opinions from the community to shape Task 3.1, Develop a Corridor Planning Study Concept.
- Ensure Outreach Organization notifies public of meeting; uses available grant resources to mitigate barriers to attendance; and utilizes PPOP to support meaningful engagement.
- **Responsible Party:** MCTC, Consultant

Task 2.4 Stakeholder Advisory Committee Meeting #1

- An interactive workshop that will present the information from Community Workshop #1, streetscape design concept alternatives, and will use clicker technology, modeling tools, and maps as needed. Solicit feedback from the committee to shape Task 6.4, Develop Downtown Core Master Plan and 6.5 Draft SR 233 SR 233 Corridor Master Plan and Downtown Master Plan.
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
2.1	<i>MCTC's Public Participation & Outreach Plan</i>
2.2	<i>Final Public Participation & Outreach Plan</i>
2.3	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
2.4	<i>Meeting Notes</i>

3. SR 233/ Robertson Boulevard Existing Conditions Corridor Report

Task 3.1 Data Collection/Identify Existing Conditions

- Gather existing conditions and background data by identifying opportunities and constraints as well as standards that should be used to guide preparations of the Planning Study such as existing and planned land uses, population characteristics, and travel projections within downtown Chowchilla.
- Identify and collect all available information that currently exists relative to the study limits. Information includes, but may not be limited to:
 - RTP/SCS 2018
 - Short Range Transit Development Plan
 - 2018 ATP
- Review Smart Mobility Framework place types and conduct location efficiency analysis along SR 233 (Robertson Boulevard) and nearest parallel streets.
- Conduct pedestrian, bicycle and vehicle counts at select locations, and acquire transit ridership data for the corridor.
- Take Physical measurements of all distinctly different street sections throughout the study limits including side streets. Use information in the evaluation and possible change in street cross sections proposed for the purposes of providing complete street components where reasonably possible.
- Coordinate with Chowchilla, ATP, and Consultant to ensure inventory and evaluation of existing ridership, bicycle and pedestrian facilities and nearby apartments and homes in downtown Chowchilla.
- Create a digital database report listing type of data, locations, and other technical elements collected.
- Submit database to MCTC

- **Responsible Party:** Consultant

Task 3.2 Stakeholder Advisory Committee Meeting # 2

- An interactive workshop that will use clicker technology, modeling tools, and maps to present the streetscape design concept alternatives. Community will decide on preferred alternatives. Continue to solicit feedback from the community to shape Task 4.4.
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** Consultant

Task 3.3 Develop Existing Conditions Report

- Draft Existing Conditions Report
- **Responsible Party:** Consultant

Task 3.4 Presentation to Committee

- Present conditions report to Council and Committee members
- **Responsible Party:** MCTC/Consultant

Task 3.5 Presentation to Chowchilla City Council

- Present conditions report to Council members
- **Responsible Party:** MCTC/Consultant

Task 3.6 MCTC Board Presentation

- Present conditions report to MCTC Board
- **Responsible Party:** MCTC/Consultant

Task	Deliverable
3.1	<i>Database Development and Inventory Submittal</i>
3.2	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
3.3	<i>Draft Existing Conditions and Opportunities Report</i>
3.4	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
3.5	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
3.6	<i>PowerPoint Presentation, Workshop Summary, Photos</i>

903.2 State Route 233 Corridor Study and Downtown Core Master Plan

PHASE 2: (FY 2019-20 FUNDING)

Phase 2 starts with Task 4 as it is a continuation of the previous 3 tasks’ results by the same consultant team. Phase 2 of the State Route 233 Corridor Study and Downtown Core Master Plan builds on the results of Phase 1, Existing Conditions and Opportunities Report and the Public Participation and Outreach Plan to produce a Corridor Concept for SR 233. This is achieved by developing Corridor Planning Study Concepts and continuing to gather community feedback through two more community workshops and one last stakeholder advisory meeting. After refining the concept alternatives and producing a downtown core Master Plan conceptual design, a projects implementation matrix that reviews and identifies potential

funding sources for future implementation of the preferred alternative will be also included in the final report.

4. SR 233/Robertson Boulevard Corridor Planning Study and Downtown Core Master Plan

Task 4.1 Develop SR 233 Corridor Concept

- Based on the existing conditions report and the community input from Workshop #1, a Corridor Planning Study Concept will be developed. The conceptual design will incorporate complete streets elements and will include plans, sketches, and photos to accommodate bicycles, pedestrians, vehicles (including freight trucks), transit and parking.
- **Responsible Party:** MCTC/Consultant

Task 4.2 Community Workshop #2

- Present Draft Corridor Concept and continue to solicit feedback for public comments to shape Tasks 4.4 and 4.5
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** MCTC, Consultant(s)

Task 4.3 Stakeholder Advisory Committee Meeting # 3

- An interactive workshop that will use clicker technology, modeling tools, and maps to present the streetscape design concept alternatives. Community will decide on preferred alternatives. Continue to solicit feedback from the community to shape Task 4.6, Draft a Projects Implementation Matrix.
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** Consultant(s)

Task 4.4 Develop Downtown Core Master Plan

- Based on the existing conditions report and the community input from Workshop #1, Downtown Core Master Plan will be developed. The conceptual design will incorporate complete streets elements and will include plans, sketches, and photos to accommodate bicycles, pedestrians, vehicles (including freight trucks), transit and parking.
- Develop a Projects Implementation Matrix that reviews and identifies potential funding sources for future implementation of preferred alternative.
- **Responsible Party:** MCTC/Consultant

Task 4.5 Draft SR 233/Robertson Boulevard Planning Study Plan/Report

- Based on the preferred design alternative chosen in Workshop #2, a draft report will be prepared. The draft report will be presented at Workshop #3 for public comment. Submit the Draft SR 233/Robertson Boulevard Planning Study Plan to Caltrans for review and approval.
- **Responsible Party:** MCTC, Consultant

Task 4.6 Presentation to Committee

- Coordinate a joint session among the committee to review the draft report and conceptual design alternative. Solicit feedback, respond to any questions, and resolve any critical issues.
- **Responsible Party:** MCTC, Consultant

Task 4.7 Produce Final SR 233/Robertson Boulevard Planning Study / Master Plan

- Complete the final report that addresses the comments given from Workshop #3 and the Joint Commission Meeting. Submit Final SR233/Robertson Boulevard Planning Study for Caltrans review and approval. Four hard-copies and four electronic copies of the final report will be submitted to Caltrans. Credit of the financial contribution of the grant program will be credited on the cover of the report.
- **Responsible Party:** MCTC, Consultant

Task 4.8 Presentation to Chowchilla City Council

- Present the final report and conceptual design alternative. Solicit feedback, respond to any questions, and resolve any critical issues.
- **Responsible Party:** MCTC, Consultant

Task 4.9 MCTC Board Presentation

- Present the final SR233/Robertson Boulevard Planning Study at a MCTC Board Meeting. Resolve any critical issues.
- **Responsible Party:** MCTC/ Consultant

Task	Deliverable
4.1	<i>Sketches, illustrations</i>
4.2	<i>Public Notices, PowerPoint Presentation, Meeting Notes, Photos</i>
4.3	<i>Public Notices, PowerPoint Presentation, Meeting Notes, Photos</i>
4.4	<i>Sketches, illustrations, etc.</i>
4.5	<i>Draft Report</i>
4.6	<i>PowerPoint Presentation, Meeting Summary, Photos</i>
4.7	<i>Final Report</i>
4.8	<i>Chowchilla City Council Presentation, and Presentation Materials</i>
4.9	<i>MCTC Board Presentation Materials</i>

Administrative Tasks that pertain to both phases

5. Fiscal Management

Task 5.1 Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion – at least quarterly, but no more frequently than monthly.
- **Responsible Party:** MCTC

Task 5.2 Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- **Responsible Party:** MCTC

Task	Deliverable
5.1	<i>Invoice Packages</i>
5.2	<i>Quarterly Reports</i>

Previous Work

1. SB 1 Sustainable Communities Planning Funds Administration.
2. Coordination with City of Chowchilla for SB 1 grant
3. Scope of work
4. Project Timeline
5. Start of Phase 1

Product

Phase I

1. Public Participation Plan.
2. Existing Conditions Report.

Phase 2

1. SR 233 Corridor Study.
2. Downtown Master Plan.

Tasks

	Task Description	Work Schedule	% of Work
903.1.1	Conduct kick-off meetings with Caltrans and Stakeholder Committee	July 2018, June 2019	2%
903.1.2	Procure Consultant Services	Dec 2018-Feb 2019	1%
903.1.3	Identify Stakeholders/Develop Advisory Committee	March-May 2019	2%
903.1.4	Conduct Project Team meetings and Staff Coordination	On-going	8%
903.1.5	Develop PPOP and submit to Caltrans	June-July 2019	2%
903.1.6	Conduct Community Workshops and Stakeholder Advisory Meetings	Various times	9%
903.1.7	Collect data from all pertinent sources for Existing Conditions Report	April-August 2019	34%
903.1.8	Develop Existing Conditions Report	July- Oct 2019	33%
903.1.9	Existing Conditions Report presentations to Committee, Chowchilla City Council, and MCTC Board	December 2019	7%
903.1.10	Submit Existing Conditions Report to Caltrans	December 2019	1%
903.2.1	Develop SR 233 Corridor Concept	Dec 2019 – April 2020	35%
903.2.2	Develop Downtown Core Master Plan Concept	July - Oct 2020	35%
903.2.3	Conduct Community Workshops and Stakeholder Advisory Meetings	May – June 2020	9%
903.2.4	Produce SR 233/Robertson Boulevard Corridor Planning Study	Sept - Jan 2021	11%
903.2.5	SR 233 Corridor Study presentations to Committee, Chowchilla City Council, and MCTC Board	February 2021	8%
903.2.6	Submit SR 233 Corridor Study to Caltrans	March 2021	1%
903.2.7	Submit invoices and quarterly reports to Caltrans for review and approval	Quarterly	2%
		903.1	100%
		903.2	100%

FTE: .06

903 SR 233 Corridor Study			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	36,495	MCTC	13,711
MCTA		Consultant	304,465
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB-1 Sustainable			
Communities Grant			
FY 18-19 Carryover	129,690		
SB-1 Sustainable			
Communities Grant			
FY 19-20	151,991		
Total	318,176	Total	318,176

WORK ELEMENT: 905 PROJECT PRIORITIZATION STUDY

Objective

To 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 cost 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 prioritize the projects the results of which will inform the planning and investment decision making process.

Discussion

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 committee of local agency representative stakeholders. MCTC will retain professional consultant services to assist in the study development. The procurement of said activities will take place in the Winter of 2020. Project kickoff and coordination will occur following the retaining of consultant services.

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 and finally, the prioritization 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, 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 early of 2021.

The study will be funded with FY 19-20 and FY 20-21 SB 1 Sustainable Communities Planning Formula Grants.

PHASE 0 – PROJECT INITIATION & PROJECT MANAGEMENT (January 2020 – June 2021)

Task 0.0 – Procurement

Procure professional consultation services related to the study development.

Task 0.1 – Kickoff meeting

Selected consultant to meet with MCTC staff to establish project management, scheduling, and administrative protocols.

Task 0.2 – Quarterly Invoices

MCTC to prepare quarterly invoices.

Task 0.3 – Quarterly Reports

MCTC to prepare quarterly reports.

PHASE 1 – PROJECT IDENTIFICATION (April 2020 – September 2020)

Task 1 - Data Collection – Existing Project Data

The objective of this task is to obtain the best available data on currently identified multi-modal projects. Collection efforts will be coordinated with the Oversight Committee/Project Manager.

Task 1.0 activities shall include, but not be limited to the following:

T1.1 Consultant to collect all available data in the region on a network level. Consultant to utilize existing MCTC publications for currently planned projects. Consultant may be required to contact each agency if more detailed information is available and needed. Information to be collected and/or verified includes the following:

- Listing of currently planned projects by mode
- Existing prioritization approach (i.e., “worst first,” “pavement preservation,” “political,” or other)
- Existing projected funding allocation

T1.2 Consultant to organize all data collected summarizing the results by agency and region.

Task 1 - Phase 1 Deliverables

D1.1 Database of the planned projects by mode for each region/agency. Contact person and alternate person for each city and the county who provided the information on their planned projects.

D1.2 Master inventory of cities and the county containing information obtained from T1.1 and identification of where data is missing.

Task 2 - Data Collection – Unidentified Project Data

The objective of Task 2.0 is to utilize new tools and information to establish projects not identified in Task 1.0. Consultant to establish a methodology for identifying new projects and will review the current Madera Travel Demand Model, newly published plans and studies, and consult with local agency staff to develop a separate missing or unidentified project data listing.

Task 2.0 activities shall include:

T2.1 Consultant to establish a methodology/approach used to ascertain the need for additional

capacity increasing and non-capacity increasing projects.

T2.2 Consultant to review Madera Travel Demand Model, newly published plans and studies, and consultation with local agency stakeholders to identify missing or unidentified capacity increasing and non-capacity increasing projects.

Task 2 - Phase 1 Deliverables

D2.1 Written methodology/approach used for identifying new projects by mode.

D2.2 Listing of unidentified projects by mode after analyzing projection tools, plans, and consultation as noted in T2.2.

PHASE 2 - DATA ANALYSIS (September 2020 – February 2021)

Based upon the Phase 1 results collected from Task 1.0 (Task 1.0 - Data Collection – Existing Project Data) and Task 2.0 (Data Collection – Unidentified Project Data), the Consultant to establish a normalized comprehensive listing of projects for the study by mode and agency. The Consultant will identify project scope, staging, and costs. The consultant to propose the methodology/approach for project prioritization and then prioritize the projects using said approach.

Task 3 – Project Listing Normalization

T3.1 Consultant to analyze and propose a Data Normalization Approach regarding the data identified in Task 1 and Task 2.

T3.2. A completed submittal for review and comments by the Oversight Committee/Project Manager of all projects.

Task 3 – Phase 2 Deliverables

D3.1 Written Data Normalization Approach.

D3.2. Completed listing shall be submitted for review and comments by the Oversight Committee/Project Manager.

Task 4 – Establish Project Data

T4.1 Consultant to prepare a questionnaire, as needed, to acquire key information for projects identified for the study.

T4.2 Consultant to establish all necessary data for each project relevant to establishing future priority.

Task 4 - Phase 2 - Deliverables

D4.1 Approved study questionnaire and related instructions.

D4.2 Detailed project information including summary table of the questionnaire results by jurisdiction.

Task 5 – Establish Project Prioritization Methodology

T5.1 Consultant to prepare a draft methodology/approach for prioritizing projects for the study.

T5.2 The Oversight Committee/Project Manager to review and provide feedback on the approach in establishing the final prioritization methodology/approach.

Task 5 - Phase 2 - Deliverables

D5.1 Written Draft methodology/approach for project prioritization.

D5.2 Written Final methodology/approach for project prioritization.

Task 6 – Project Prioritization

T6.1 Consultant to apply the project prioritization methodology to the project listings.

T6.2 Consultant to review the prioritization report results with the Oversight Committee/Project Manager.

T6.3 Consultant to develop a technical memorandum documenting the results of the prioritization process.

Task 6 - Phase 2 - Deliverables

D6.1 Summary listing results of prioritization process for review.

D6.2 Technical memorandum documenting the results of the prioritization and the process.

PHASE 3 – PRIORITIZATION APPLICATION (February 2021 – June 2021)

Phase 3 will focus on communicating the results of the prioritization process to stakeholders and decision makers and incorporating the study results into the long-range regional planning process. This phase will include preparation of a Final Report and in person presentations/meetings as needed.

Task 7 - Phase 3 – Prepare Draft Study Report

The objective of this task is to develop a Draft Study Report. The Draft Study Report will document the steps taken in Tasks 1 through 3 to achieve the project prioritization results across the region. The Draft Study Report will be reviewed by the MCTC Policy Board and posted to the MCTC website. Meetings to summarize the Draft Study Report and discuss its contents will be scheduled as needed with the MCTC Technical Advisory Committee and Policy Board. The Draft Study Report will include recommendations for the results to be utilized in MCTC's long range transportation planning activities or related transportation planning activities.

T7.1 Consultant to prepare a Draft Study Report for review by the Oversight Committee/Project Manager. The final report will include all steps taken in Tasks 1 through 3 to produce the results of the project prioritization.

T7.2 The Consultant to develop recommended practices to best utilize the report in the region's long-range transportation planning activities or other related transportation planning activities.

T7.3 The Consultant to participate as needed in meetings to discuss the Draft Study Report with stakeholders. The participants of these meetings would be the MCTC Technical Advisory Committee, the MCTC Policy Board, and one unidentified provisional meeting if necessary.

Task 7 - Phase 3 – Deliverables

D7.1 Draft Study Report for review including all steps taken in Tasks 1 through 3 to produce the results of the project prioritization.

D7.2 Recommended practices to best utilize the report in the region's long-range transportation planning activities or other related transportation planning activities.

D7.3 Minutes of meetings/presentations to discuss the Draft Study Report with stakeholders.

Three (3) meetings/presentations.

Task 8 - Phase 3 – Final Study Report

The objective of this task is to finalize the study with a Final Study Report. The Final Study Report will take into consideration all feedback received on the Draft Study Report and address as necessary. The Final Study Report will be considered for approval by the MCTC Policy Board and posted to the MCTC website.

T8.1 Consultant to prepare a Final Study Report addressing all comments made towards the Draft Study Report as necessary.

Task 8 - Phase 3 – Deliverables

D8.1 The Final Study Report will be delivered electronically in ADA accessible PDF and Word format. Five (5) hard copies of the report will be delivered to MCTC staff

Previous Work

New element.

Product

- Procurement of Professional Services – Project Development Scope
- Master database of currently and not currently identified projects by mode subject to prioritization analysis

Tasks

	Task Description	Work Schedule	% of Work
905.0.0	Procure professional consultation services related to the study development Begin Phase 1 of Study - Kickoff/Coordination Meeting.	Jan-20 Mar-20	20%
905.1.0	Obtain available data on currently identified multi-modal projects.	Apr-20	80%
905.2.0	Establish data for projects not currently identified from available data.	June-20	
			100%

FTE: .04

905 Project Prioritization Study			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	4,808	MCTC	1,634
MCTA		Consultant	40,286
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other- SB1 Planning	37,112		
Total	41,920	Total	41,920

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES

Objective

To allow for Board and staff representation at State and Valley wide transportation conferences and events as well as legislative tracking and reporting.

Discussion

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

To provide funding for annual Valley Voice advocacy trips to Sacramento and Washington, D.C.

Staff provides legislative tracking and reporting.

Previous Work

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

Product

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

Tasks

	Task Description	Work Schedule	% of Work
907.1	Valley Voice Program - Washington, D.C. and Sacramento.	Sep-19 / Mar-20	35%
907.2	Legislative tracking.	2019-20	5%
907.3	Stipend and Travel.	2019-20	30%
907.4	CALCOG Conference and meetings.	April 20	10%
907.5	CALCOG Annual Fees.	June-20	20%
			100%

FTE: .08

907 Board Costs and Other Expenses			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	15,152	MCTC	14,152
MCTA		Board Ex/Other Costs	29,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other-Member Assessment	28,000		
Total	43,152	Total	43,152

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

910 MCTA Administration			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF		MCTC	61,148
MCTA Admin & Planning	116,648	Financial Assistance; Audits; Annual Report	39,000
FHWA-PL		MCTA Conf/Travel/Other Costs	6,500
FTA-Section 5303		Public Outreach	10,000
STIP - PPM			
Other			
Total	116,648	Total	116,648

**Administrative Code
of the
Madera County Transportation Authority**

DRAFT

Adopted:
June 20, 2007

Amended:
xxxxx xx, 2020

Madera County Transportation Authority
Administrative Code

Table of Contents

	Page
ARTICLE I. TITLE AND AUTHORITY	4
ARTICLE II. DEFINITIONS	5
ARTICLE III. POWERS, AUTHORITY, AND DUTIES OF THE GOVERNING BOARD	7
103.1 Powers	7
103.2 Organization	7
103.3 Principal Office	8
103.4 Meetings	8
103.5 Quorum and Voting Requirements for Action by the Board	9
103.6 Amendments to the Investment Plan	9
103.7 Minutes	9
ARTICLE IV. ADMINISTRATION	10
104.1 In General	11
104.2 Standing Board Committees	11
104.3 Advisory Committees	11
104.4 Bonding Requirement	12
104.5 Compensation	12
104.6 Ex Officio Directors	12
ARTICLE V. CONTRACTS	14
105.1 Contract Bids, Rejection of Bid, and Purchase in Open Market	14
105.2 Personal Property Purchases	14
105.3 Agreements with Other Public Agencies and Procedures for Award of Cooperative Agreements	14
ARTICLE VI. BUDGETS, REPORTS, INVESTMENTS AND DISBURSEMENTS	15
106.1 Annual Budget, Notice, Hearing, and Adoption	15
106.2 Program Budgets	15
106.3 Purchases and Payment Procedures	15
106.4 Books and Accounts	15
106.5 Expenditures	15
106.6 Reimbursement of Expenses	15
106.7 Reports and Audits	15
106.8 Investment of Funds	16
ARTICLE VII. CONFLICT OF INTEREST	17
107.1 Adoption of Conflict of Interest Code	17
107.2 Designated Positions	17
107.3 Disclosure Statements	17
107.4 Place and Time of Filing	17

107.5	Contents and Disclosure Statements	18
107.6	Disqualification	20
107.7	Disclosure Categories	20
ARTICLE VIII.	ALLOCATION OF RELEASED FUNDS; ALLOCATION OF EXCESS FUNDS; TERMINATION AND DISPOSITION OF ASSETS	21
108.1	Allocation of Released and Excess Funds	21
108.2	Termination	21
108.3	Distribution of Property and Funds	21
ARTICLE IX.	MISCELLANEOUS	22
109.1	Partial Invalidity	22
109.2	Interpretation of Sections that are Based on Provisions from Other Statutes, Applicable Ordinances, or Codes	22

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ARTICLE I
TITLE AND AUTHORITY

101.1 Title and Authority. This ordinance is enacted pursuant to the provisions of California Public Utilities Code Section 180105 (b) and may be referred to as the “Madera County Transportation Authority Administrative Code”. This ordinance prescribes the powers and duties of the Authority Chair and Vice Chair, the method of appointing Authority employees, and methods, procedures and systems of operations and management of the Authority.

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ARTICLE II
DEFINITIONS

102.1 Definitions

- (a) For purposes hereof, the following words shall have the following meanings:
- (1) "Act" means the Local Transportation Authority and Improvement Act, California Public Utilities Code Sections 180000 et seq., added Statutes 1987, Chapter 786, as amended from time to time.
 - (2) "Administrative Expenses" means the expenses of administration of the Authority salary and benefits of staff, consultant fees, legal fees, accounting fees, and expenses of planners, engineers, financial consultants, and others not chargeable directly to a Program and pertaining to the administration of the Authority.
 - (3) "Annual Budget" means the budget for the Authority as required by Section 180105 of the Act.
 - (4) "Authority" means the Madera County Transportation Authority.
 - (5) "Board" means the governing body of the Authority. The Board is the legislative body of the Authority as defined under provisions of Section 54952 of the Brown Act.
 - (6) "Board of Supervisors" means the Madera County Board of Supervisors
 - (7) "Bonds" mean indebtedness and securities of any kind or class, including but not limited to bonds, refunding bonds, or revenue anticipation notes.
 - (8) "Brown Act" means the Ralph M. Brown Act, Government Code Sections 54950 et seq., as it may be amended from time to time.
 - (9) "Caltrans" means the California Department of Transportation.
 - (10) "Chair" means the person designated to preside at meetings of the Authority pursuant to Section 104.1(a) of this Code.
 - (11) "City" means any incorporated city or town within Madera County.
 - (12) "Code" means the Madera County Transportation Authority Administrative Code.
 - (13) "County" means the County of Madera.
 - (14) "Director" means a person serving as a Director of the Board or their alternate.
 - (15) "Elected Official" means a duly elected and serving official of the legislative body, as defined in Government Code Section 34000, of any City and any duly elected and serving Director of the Board of Supervisors.
 - (16) "Executive Director" means the employee selected to manage the day-to-day activities of the Authority.
 - (17) "Ex Officio Director" means a person that has the right to attend and participate in Board discussions but shall not have the right to vote on any Board matter, as provided in Section 104.6

- (18) "Fiscal Year" means July 1 to and including the following June 30.
- (19) "General Counsel" means the attorney(s) acting as general counsel to the Authority.
- (20) "Holiday" means any day observed by the Authority as a holiday, other than a Saturday or Sunday.
- (21) "Investment Plan" means the *2006 ½ Cent Transportation Sales Tax Measure Investment Plan* adopted by the Board pursuant to Section 180206 of the Act and submitted to and adopted by the voters.
- (22) "Local Jurisdiction" means any local agency as defined in Government Code Section 15501, the boundaries of which are entirely within the County and the Madera County Transportation Commission.
- (23) "Madera County Transportation Commission" means the regional transportation planning agency authorized by Government Code Sections 66500 et seq.
- (24) "Official Acts" means all substantive actions taken by the Board, excluding matters that are procedural in nature.
- (25) "Ordinance 2006-01" means a Transportation Improvement Ordinance No. 2006-01 of the Authority submitted to and adopted by the voters on the November 7, 2006 ballot.
- (26) "Program" means a project and/or program described in the Investment Plan.
- (27) "Staff" means employees of the Authority or contracted employees of any public agency acting as employees of the Authority.
- (28) "Working Day" means any day other than a Saturday, Sunday or Holiday observed by the Authority.

ARTICLE III
POWERS, AUTHORITY, AND DUTIES OF THE GOVERNING BOARD

103.1 Powers. The Board shall exercise all of the powers and authority of the Authority in furtherance of the purposes of the Authority as defined in the Ordinance 2006-01 and the Act. Without limiting the generality of the foregoing, the Board shall have the power to do any of the following on behalf of the Authority.

- (a) To administer the Investment Plan, to provide for the design, financing, constructing, and implementation of the Programs, and to determine the use of sales tax revenues in conformance with the parameters established in the Investment Plan;
- (b) To make and enter into contracts;
- (c) To contract for the services of auditors, appraisers, engineers, attorneys, planners, financial consultants, and such other persons as it deems necessary;
- (d) To appoint agents;
- (e) To lease, acquire, construct, manage, maintain, and operate any buildings, works or improvements;
- (f) To acquire, hold, or dispose of property by any lawful means, including without limitation, gift, purchase, lease, lease purchase, or sale;
- (g) To incur debts, liabilities or obligations subject to limitations herein set forth, including without limitation the issuance of bonds;
- (h) To receive gifts, contributions, and donations of property, funds, services, and other forms of financial assistance from persons, firms, corporations, and any governmental entity, subject to applicable reporting and other limitations as set forth in Article VII;
- (i) To sue and be sued on behalf of the Authority;
- (j) To apply for and appropriate grant or grants under any federal, state, or local programs for assistance in developing any of its programs;
- (k) To adopt a seal and alter it;
- (l) To elect a Chair and Vice Chair;
- (m) To hire an independent staff of its own or contract with any public agency to manage and staff the day-to-day activities of the Authority. To the extent possible, the Authority shall rely on existing state, regional and local transportation planning and programming data and expertise, rather than on a large duplicative staff;
- (n) To exercise those powers authorized in Division 19 (commencing with Section 180000) of the Public Utilities Code; and
- (o) To administer the Authority in furtherance of all the above.

103.2 Organization

- (a) Specifically, the Madera County Transportation Commission will sit as the Authority and will be represented by six (6) members including:
 - a. Three (3) Directors appointed annually by the Board of Supervisor's Chair
 - b. Two (2) Directors appointed annually by the Mayor of the City of Madera
 - c. One (1) Director appointed annually by the Mayor of the City of Chowchilla
- (b) Each Director from a City also shall have a designated alternate appointed by their respective Councils, each of whom is an Elected Official who shall attend meetings of the board in the event that the Director is unable to attend. It shall be the responsibility

of the Director to inform such Director's designated alternate when such Director is unable to attend a meeting of the Board. An alternate Director shall assume all rights and duties of the absent Director, except will not serve as Chair or Vice-Chair.

- (c) Each Director shall be appointed for a term of four years.

Directors shall be appointed for their full terms, subject only to the requirements that they continue to be elected officials.

- (d) If for any reason a Director is no longer an Elected Official, his or her position shall remain vacant until a successor is named and qualified.

103.3 Principal Office. The principal office of the Authority shall be in the offices of the Madera County Transportation Commission, ~~1816-2001~~ Howard Rd, Suite ~~8201~~, Madera, CA 93637. The Authority may change the principal office location from one location to another within the County.

103.4 Meetings

- (a) The Board shall meet at the principal office of the Authority or at such other place as may be designated by motion of the Board.
- (b) Matters to be placed on the agenda for any regular meeting may be filed with the Executive Director, or his or her designee, by any Director no later than ten (10) Working Days prior to the date of the meeting. The notice of an agenda for each regular meeting of the Board and any Standing Board Committee shall be prepared by, or under the direction of, the Executive Director, who shall cause copies to be posted, mailed, and/or delivered to the Directors, and posted on the Authority web site. Each agenda shall provide a public comment period during which members of the public shall be afforded an opportunity to address the Board on items of interest to the public (other than agenda items) that are within the Authority's jurisdiction.
- (c) Regular meetings of the Board shall be held on such day and time of each month as shall be specified by motion of the Board, unless such day is a holiday, in which case the meeting shall be held on an alternate working day approved by the Board. To ensure maximum public participation, all regular Board meetings should be held during evenings on working days, and Standing Board Committee meetings should be held during late afternoons or evenings on working days.
- (d) Regular, adjourned, and special meetings of the Board, and any Standing Board Committee meeting at which it is anticipated that a majority of the Board will be present, shall be conducted in accordance with the provisions of the Brown Act.
- (e) Unless otherwise specified herein, Robert's Rules of Order shall govern the Conduct of Authority meetings and the Chair's decision on any procedural questions shall be final. No person shall address the Board at any meeting until he or she has first been recognized by the Chair.
- (f) At any regular meeting where there is less than a quorum of the Board, the Directors present may constitute themselves a "Committee of the Whole," for the purposes of discussing agenda matters or any other matter of interest to the Directors present. All items appearing on the agenda may be subject to action by the Committee of the Whole;

however, a vote of the Committee of the Whole does not constitute final Board action. All Committee of the Whole actions must be ratified by a quorum of the Board.

- 103.5 Quorum and Voting Requirements for Action by the Board. A majority of the Directors shall constitute a quorum for the purposes of the transaction of business relating to the Authority, and, except as otherwise provided herein, all Official Acts of the Authority shall require the affirmative vote of a majority of the Directors of the Authority. In the event that a quorum is initially present at a duly held meeting but a quorum is not present throughout the meeting, the Directors remaining may continue to discuss information on agenda items and receive public testimony but cannot take action.
- 103.6 Amendments to the Investment Plan. The Board may annually review and propose amendments to the Investment Plan to provide for the use of Federal, State, and local funds; to account for unexpected revenues; or to take into consideration unforeseen circumstances. The Investment Plan may be amended as follows:
- (a) Adoption of the proposed amendment may require the affirmative vote of two-thirds of the Directors following a noticed public hearing and a 45-day public comment period.
 - (b) The proposed amendment adopted by the Board shall require the approval of the Board of Supervisors and the majority of the City Councils representing a majority of the population in the incorporated areas of the County.
 - (c) If the Board of Supervisors and the majority of the City Councils representing a majority of the population in the incorporated areas of the County approve the proposed amendment, then the Authority shall request the Board of Supervisors to call for a special election and submit the matter to the Madera electorate, which shall require a two-thirds vote of the electorate to enact the amendment.
- 103.7 Minutes. The designee of the Executive Director shall cause to be kept minutes of regular, adjourned regular, and special meetings of the Board and any Standing Board Committee, and shall cause a copy of the minutes to be forwarded to each Director for approval by the Board or Standing Board Committee, where appropriate. All minutes shall be archived in the Principal Office of the Authority and shall be posted on the Authority website.

ARTICLE IV
ADMINISTRATION

104.1 In General.

- (a) Selection of Chair and Vice Chair. The Madera County Transportation Commission sits as the Madera County Transportation Authority. The Commission at its regular January meeting, and at such other time as there may be a vacancy, shall elect a Chair who shall preside at all meetings and a Vice Chair who shall preside in his or her absence. At no time should two Directors from the Board of Supervisors or two Directors from City Councils hold both the Chair and Vice Chair positions.
- (b) Removal of Chair and Vice Chair. The Chair and/or Vice Chair may be removed by the affirmative vote of a majority of Directors.
- (c) Duties of the Chair and Vice Chair.
 - 1) Duties of the Chair. The Chair shall, if present, preside at all meetings of the Board and shall exercise and perform such other powers and duties as may from time to time be assigned to him by the Board or prescribed herein.
 - 2) Duties of the Vice Chair. The Vice Chair shall perform the duties of the Chair in his or her absence and, when so acting, shall have all the powers of, and be subject to, all the restrictions upon the Chair, and shall exercise and perform such other powers and duties as may from time to time be assigned him by the Board.
- (b) Duties of Executive Director. The Powers and Duties of the Executive Director are:
 - 1) To have full charge of the administration of the day-to-day business affairs of the Authority;
 - 2) Subject to any limitation and to the terms and conditions set forth in Article V, to act as the purchasing agent for the Authority with the powers to be exercised in the manner governing the exercise of the powers of the purchasing agent of the Authority;
 - 3) To keep the Board advised as to the needs and the status of operations of the Authority;
 - 4) To see that all rules, regulations, ordinances, policies, procedures, and resolutions of the Authority are enforced;
 - 5) To execute and deliver contracts and agreements on behalf of the Authority following such approvals as may be required hereunder and to administer Authority contracts in accordance with and subject to the limitations set forth in Article VI;
 - 6) To authorize, approve and make expenditures in accordance with and subject to the limitations set forth in Article VI;
 - 7) To cause to be prepared and distributed the agenda for all Board meetings;
 - 8) To undertake such other duties, powers and responsibilities as may from time to time be assigned to him/her by the Board; and
 - 9) To accept and consent to deeds or grants conveying any interest in or easement upon real estate to the Authority pursuant to Government Code Section 27281 and to prepare and execute certificates of acceptances therefore from time to time as the Executive Director determines to be in furtherance of the purposes of the Authority. Such authority shall be limited to actions of a ministerial nature necessary to carry out conveyances authorized by the Board.
 - 10) To serve as Clerk/Secretary.

104.2 Standing Board Committees. The Board may, as it deems appropriate, appoint Standing Board Committees consisting of up to three Directors, to accomplish the purposes set forth herein.

- (a) Organization of Standing Board Committees. To the extent possible, Standing Board Committees assignments shall reflect geographical balance. Each such Standing Board Committee shall by majority vote elect a chair at its first meeting who shall serve at the pleasure of the Standing Board Committee. Except with respect to the Executive Committee, the Standing Board Committee shall establish a schedule of monthly regular meetings; special meetings of Standing Board Committees may be scheduled by the Executive Director or by the Committee Chair as needed.
- (b) Standing Board Committees of the Authority. The following Standing Board Committees are hereby created:
 - 1) Other Committees. The Board may establish such other Standing or other Board Committees, as deemed necessary or advisable from time to time. The Chair, with concurrence of the Board, may establish such other special, ad hoc or other Board Committees, as he or she deems necessary or advisable from time to time.

104.3 Advisory Committees.

- (a) Organization of Advisory Committees. Each such Advisory Committee shall by majority vote elect a chair at its first meeting who shall serve at the pleasure of the Advisory Committee. Advisory Committees shall establish a schedule of monthly regular meetings; special meetings of Advisory Committees may be scheduled by the Executive Director or by the Committee Chair as needed.
- (b) Citizens' Oversight Committee. The Board will create a Citizens' Oversight Committee. The Citizens' Oversight Committee will report directly to the public and is charged with reviewing all expenditures of the Authority on an annual basis to inform Madera County residents how funds are being spent. Citizens' Oversight Committee members will be private citizens who are neither elected officials of any government nor public employees from any agency that either oversees or benefits from the proceeds of the transportation sales tax. Membership will be restricted to individuals who live in the County. Members will be required to submit a statement of financial disclosure and membership will be restricted to individuals without economic interest in any of the Authority's projects. Each committee member also shall have a designated alternate appointed, subject to eligibility provisions contained in Section 104.3, who shall attend committee meetings in the event that the appointed committee member is unable to attend. The Committee shall be composed of seven (7) members including:
 - 1) Two (2) at-large public members
 - 2) Five (5) representatives; one (1) from each of the Madera County Supervisorial Districts
- (c) Technical Advisory Committee. The Madera County Transportation Commission Technical Advisory Committee will also assume the role as the Technical Advisory Committee to the Authority. The purpose of the Technical Advisory Committee is to prioritize infrastructure investments in the Investment Plan and to undertake other

technical reviews as requested by the Commission. Each committee member also shall have a designated alternate appointed, subject to eligibility provisions contained in Section 104.3, who shall attend committee meetings in the event that the appointed committee member is unable to attend. Memberss of the Technical Advisory Committee shall consist of:

- 1) County of Madera ~~Road Commissioner~~
- 2) ~~County of Madera Planning Director~~
- 3) City of Madera ~~Engineer~~
- 4) ~~City of Madera Planning Director~~
- 5) City of Chowchilla ~~Administrator~~
- 6) ~~City of Chowchilla Engineer~~
- 7) Caltrans District 06
- 8) Tribal Representativess

104.4 Bonding Requirement. The persons who have charge of, handle, or have access to any property of the Authority shall be so designated and empowered by the Board. Each such person may be required to file an official bond with the Board in an amount that shall be established by the Board. The premiums on any such bonds attributable to the coverage required herein shall be expenses of the Authority.

104.5 Compensation. In accordance with Section 180109 of the Act, no more than one percent of the funds generated pursuant to the retail transactions and use tax authorized by the Ordinance 2006-01 shall be spent on staff salary and benefits. Directors shall not be compensated for attending meetings. Directors shall be compensated only for necessary traveling and personal expenses incurred in the performance of such Director's duties as are authorized by the Board.

104.6 Ex Officio Directors.

- (a) The Board shall have the authority to establish by resolution, Ex Officio Directors to the Authority, representing transportation and transit agencies and other entities interested or involved in transportation issues in the County. Ex Officio Directors shall have the following powers:
 - 1) The right to attend regular sessions of the Board and to participate in discussion of matters brought before the Board for consideration.
 - 2) The right to attend regular meetings of such other Board Committees and of such Standing Board Committees as the Board may determine, and to participate in the discussion of matters brought before such committees.
- (b) Each Ex Officio Director shall be designated by the entity represented from among eligible candidates. Ex Officio Directors shall hold office for a term of one year.
- (c) Ex Officio Directors shall not be Directors, and shall have none of the rights or powers of such Directors except as expressly provided herein. Without limiting the generality of the foregoing, such Ex Officio Directors shall **not**:
 - 1) Have the right to vote with respect to any matter brought before the Board or any Standing Board Committee;
 - 2) Be counted for purposes of determining the number of persons attending any meeting for quorum or voting purposes;
 - 3) Be eligible for election or appointment as Chair or Vice Chair of the Authority;

- 4) Be entitled to attend or otherwise participate in closed sessions of the Board or any committee thereof.
- (d) The Board shall have the authority to establish such other conditions and limitations with respect to Ex Officio Directors, as it deems necessary or advisable.

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ARTICLE V
CONTRACTS

- 105.1 Contract Bids, Rejection of Bid, and Purchase in Open Market. Pursuant to Section 180154 and subject to Section 180153 of the Act, contracts for the purchase of services, supplies, equipment and materials in excess of ten thousand dollars (\$10,000) shall be awarded to the lowest responsible bidder after competitive bidding, except in an emergency declared by the Authority. If, after rejecting bids received, the Authority determines and declares that, in its opinion, and it finds that the service, supplies, equipment or materials may be purchased at a lower price in the open market, the Authority may proceed to purchase these services, supplies, equipment or materials in the open market without further observance of provisions regarding contract, bids or advertisements consistent with the contract procedures adopted by the Authority.
- 105.2 Personal Property Purchases. The Executive Director may elect to use the Purchasing Agent of the County to purchase personal property for the Authority or may elect for the Authority to purchase such items directly, with the Executive Director exercising the powers of Purchasing Agent.
- 105.3 Agreements with other Public Agencies and Procedures for Award of Cooperative Agreements. The Board may make and perform any agreement to join with any other agency, district, authority, city or county, in the planning, designing, financing, acquisition, and construction of projects. The Authority may agree to provide services to obtain services from such other agencies, districts, authorities, cities, towns, or counties upon the approval of a majority of the Directors of the Board, pursuant to a written agreement.

ARTICLE VI
BUDGETS, REPORTS, INVESTMENTS AND DISBURSEMENTS

- 106.1 Annual Budget, Notice, Hearing, and Adoption. Each year no later than the Authority's June meeting, the Board shall adopt by motion the Annual Budget(s) for the ensuing fiscal year. Approval of a majority of the Directors shall be required for adoption of the Annual Budget and any amendments thereto. In accordance with Section 180108 of the Act, notice of the time and place of a public hearing on adoption of the Annual Budget shall be published pursuant to Section 6061 of the California Government Code not later than the 15th date prior to the date of the hearing. A preliminary proposed annual budget shall be available for public inspection at least 30 days prior to adoption.
- 106.2 Program Budgets. In addition to the Annual Budget, the Board may, by motion, establish Program budgets at any time for the study, implementation, or construction of any Program or any portion thereof authorized as a Program pursuant to the Investment Plan and Ordinance 2006-01. Each Program budget shall include all Program costs specifically defined, including but not limited to the following:
- (a) Estimated administrative expenses (in excess of those budgeted in the Annual Budget) allocated to the Program during planning and construction;
 - (b) Estimated costs of studies and planning for the Program;
 - (c) Estimated costs of right-of-way acquisition; and
 - (d) Estimated costs of the engineering and construction or implementation of the Program.
- 106.3 Purchases and Payment Procedures. Purchases and payment procedures shall be governed by Article V of this Administrative Code. A voucher system to be administered by the Authority for payment of Authority expenses shall also be established.
- 106.4 Books and Accounts. Full books and accounts shall be maintained by the authority in accordance with practices established by, or consistent with, those utilized by the Controller of the State of California or like public entities.
- 106.5 Expenditures. The Board's approval of an Annual Budget shall be deemed approval of any expenditures made in accordance with the approved budget. All expenditures in excess of the designations and limitations of the approved Annual Budget shall be made only upon the approval of not less than a majority of the Directors.
- 106.6 Reimbursement of Expenses. Expenditures for travel, conference, staff development, and ~~business-related~~business-related activities and reimbursement of Directors and Authority employees for such expenditures shall be governed by applicable Authority policies.
- 106.7 Reports and Audits. The Executive Director or his or her designee shall cause to be prepared by an independent auditor, the annual audit report required by Section 180105 of the Act, and any other financial reports requested by the Board. The Board shall review and approve the audit and any other financial reports.

106.8 Investment of Funds. All funds of the Authority will be invested in the manner and upon the conditions set forth in Government Code Section 53601, and the receipt, transfer of disbursement of such funds during the term of the agreement shall be accounted for in accordance with generally accepted accounting principles applicable to governmental entities. There shall be strict accountability of all funds, and all revenues and expenditures shall be reported at least quarterly to the Board.

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ARTICLE VII
CONFLICT OF INTEREST

- 107.1 Adoption of Conflict of Interest Code. The Political Reform Act of 1974 (Government Code Section 810000, et seq.) requires all public agencies to adopt and periodically review and update a Conflict of Interest Code. The Conflict of Interest Code contained herein is subject to periodic review and approval by the Board of Supervisors pursuant to Government Code Sections 82011 and 87306.5.
- 107.2 Designated Positions. The Authority shall adopt a Resolution specifying designated positions, (Directors, appointed Committee members, certain staff and consultants) that are designated positions and are deemed to make, or participate in the making of, decisions that may foreseeably have a material effect on financial interest. The Resolution shall specify a disclosure category for each position.
- 107.3 Disclosure Statements
- (a) This Code does not establish any disclosure obligation for those designated positions, who are also specified in Government Code Section 87200, if they are designated in this Code in that same capacity, or if the geographical jurisdiction of this agency is the same as, or is wholly included within the jurisdiction in which those persons must report their financial interests pursuant to Article 2 of Chapter 7 of the Political Reform Act, Government Code Sections 87200 et seq. Such persons are covered by this Code for disqualification purposes only.
 - (b) Designated positions shall be assigned to one or more of the disclosure categories set forth in Section 107.7. With the exception of those designated positions who are exempt pursuant to subsection (a), each designated position shall file an annual statement disclosing that person's interest in investments, real property, business positions, and income, designated as reportable under that category to which the person's position is assigned.
- 107.4 Place and Time of Filing
- (a) All designated positions required to submit a statement of financial interests shall file the original with the Executive Director of the Madera County Transportation Authority.
 - (b) All designated positions on the effective date of this Code, as originally adopted, promulgated and approved by the code reviewing body, shall file statements within thirty days after the effective date of this Code. Thereafter, each person already in a position when it is designated by an amendment to this Code shall file an initial statement within thirty days after the effective date of the amendment. Designated positions appointed, promoted, or transferred to designated positions shall file initial statements within thirty days after the date such appointment, promotion, or transfer becomes effective.
 - (c) Annual statements shall be filed during the month of April by all designated employees. Such statements shall cover the period of the preceding calendar year. Closing statements shall be filed within 30 days of leaving a designated position. Such statements shall cover the period from the closing date of the last statement filed to the date of leaving the position.

- (d) A designated position required to file a statement of financial interest under any other agency's conflict of interest code, or under Article 2 of Chapter 7 of the Political Reform Act for a jurisdiction contained within the territorial jurisdiction of this agency may comply with the provisions of this Code by filing a duplicate copy of that statement and an expanded statement which covers reportable interests in that portion of this agency's jurisdiction which differs from the jurisdiction described in the other statement.

107.5 Contents of Disclosure Statements. Disclosure statements shall be made on forms supplied by the Madera County Elections Office and shall contain the following information:

- (a) Contents of Investment and Real Property Reports:

When an investment or an interest in real property is required to be reported, the statement shall contain:

- 11) A statement of the nature of the investment or interest;
- 12) The name of the business entity in which each statement is held, and a general description of the business activity in which the business is engaged;
- 13) The address or other precise location of the real property;
- 14) A statement whether the fair market value of the investment or interest in real property equals or exceeds two thousand dollars (\$2,000) but does not exceed one hundred thousand dollars (\$100,000), or whether it exceeds one million dollars (\$1,000,000). This information need not be provided with respect to an interest in real property, which is the principal residence of the filer, or any other property that the filer utilizes exclusively as the personal residence of the filer.

- (b) Contents of Personal Income Reports:

When personal income is required to be reported, the statement shall contain:

- 15) The name and address of each source of income aggregating five hundred dollars (\$500) or more in value, or fifty (\$50) or more in value if the income was a gift, and a general description of the business activity, if any, of each source. In the case of a gift received through an intermediary, the name, address, and business activity of both the donor and the intermediary must be disclosed.
- 16) A statement whether the aggregate value of income from each source, or in the case of a loan, the highest amount owed to each source, was at least five hundred dollars (\$500) but did not exceed one thousand dollars (\$1,000), whether it was in excess of one thousand dollars (\$1,000) but was not greater than ten thousand dollars (\$10,000), or whether it was greater than one hundred thousand dollars (\$100,000);
- 17) A description of the consideration, if any, for which the income was received;
- 18) In the case of a gift, the amount and the date on which the gift was received; and
- 19) In the case of a loan, the annual interest rate and the security, if any, given for the loan.

- (c) Contents of Business Entity Income Reports:

When income of a business entity, including income of a sole proprietorship, is required to be reported, the statement shall contain:

- 20) The name, address, and a general description of the business activity of the business entity;
- 21) The name of every person from whom the business entity received payments if the filer's pro rata share of gross receipts from such person was equal to or greater than ten thousand dollars (\$10,000) during a calendar year.

(d) Advance or reimbursement for travel:

When a payment, including an advance or reimbursement, for travel is required to be reported pursuant to this section, it may be reported on a separate travel reimbursement schedule, which shall be included in the filer's statement of economic interest. A filer who chooses not to use the travel schedule shall disclose payments for travel as a gift, unless it is clear from all surrounding circumstances that the services provided were equal to or greater in value from the payments for the travel, in which case the travel may be reported as income.

(e) Contents of Business Position Reports:

When business positions are required to be reported, designated positions shall list the name of each business entity in which they are a director, officer, partner, trustee, employee, or in which they hold any position of management, a description of the business activity in which the business entity is engaged and their position with the business entity.

(f) Initial Statement:

The initial statement filed by a designated position on the effective date of this code shall disclose investments, business positions and interests in real property held on the effective date of this code. Thereafter, persons appointed to a designated position shall disclose any reportable investments, business positions, and interests in real property held on, and income received during the 12 months before, the date of appointment.

(g) Acquisition or Disposal During Reporting Period:

In the case of a statement filed under Section 107.4(c), if the investment, or interest in real property, was partially or wholly acquired or disposed of during the period covered by the statement, the date of acquisition or disposal shall be identified.

107.6 Disqualification. Designated positions must disqualify themselves from making or participating in the making of using their position to influence the making of any decisions in which they have a reportable financial interest, when it is reasonably foreseeable that such interest may be materially affected by the decision. No designated position shall be required to disqualify him/herself with respect to any matter with respect to which such designated

position's participation is legally required for the action or decision to be made. The fact that a designated position's vote is needed to break a tie does not make his or her participation legally required for purposes of this section.

107.7 Disclosure Categories. An investment, interest in real property, or income is reportable if the business entity in which the investment is held, the interest in real property, or the income or source of income may foreseeably be affected materially by any decision made or participated in by the designated position by virtue of the person's position.

(a) Designated Persons in Group "1" Must Report:

All investments, interests in real property and income, and any business entity in which the person is director, officer, partner, trustee, employee, or holds any position of management. Financial interests are reportable only if located within Madera County or if the business entity is doing business or planning to do business in the County (and such plans are known by the designated position) or has done business within the County at any time during the two years prior to the filing of the statement.

(b) Designated Persons in Group "2" Must Report:

Investments in any business entity and income from any source and status as director, officer, partner, trustee, employee, or holder of any position of management in any business entity, which, with the last two years, has contracted or in the future foreseeably may contract with the Madera County Transportation Authority to provide services, supplies, materials, machinery, or equipment to the Authority.

ARTICLE VIII
ALLOCATION OF RELEASED FUNDS;
ALLOCATION OF EXCESS FUNDS;
TERMINATION AND DISPOSITION OF ASSETS

- 108.1 Allocation of Released and Excess Funds. Released and excess funds shall be allocated in the manner provided for in the Ordinance 2006-01.
- 108.2 Termination. Upon expiration of the retail transaction and use tax provided by the electors, the Authority shall continue for the purposes of completion of any Programs, the payment of debt service with respect to Bonds which have been issued and satisfaction of other covenants contained in the resolution and trust indenture relating said Bonds, reimbursement owed to financial institutions which have secured said Bonds or other parties advancing funds to the Authority and satisfaction of other covenants contained in reimbursement agreements with such financial institutions, disposing of all claims, distribution of assets, and all other functions necessary to conclude the affairs of the Authority.
- 108.3 Distribution of Property and Funds. In the event of the termination of the Authority:
- (a) Any property interest remaining in the Authority following the discharge of all obligations shall be disposed of as the Board shall determine.
 - (b) Any funds following the discharge of all obligations shall be disposed of in the manner provided for allocation of excess funds set forth in Section 108.1 hereof.

ARTICLE IX
MISCELLANEOUS

- 109.1 Partial Invalidity. If any one or more of the terms, provisions, or sections hereof shall to any extent be adjudged invalid, unenforceable, void, or voidable for any reason whatsoever by a court of competent jurisdiction, each and all of the remaining terms, provisions, and sections shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.
- 109.2 Interpretation of Sections that are Based on Provisions from other Statutes, Applicable Ordinances, or Codes. Sections of this Code which are based upon or which paraphrase provisions of other statutes, ordinances, or codes have been included herein for reference purposes only. In the event of conflict between the provision of any such statute, ordinance, or code in this Code, the provision of the statute, ordinance, or code shall in all events control, and no section of this Code shall change or modify and such statute, ordinance, or code.

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