



MCTC

Madera County Transportation Commission



FY 2026-2027

Draft Overall Work Program

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DRAFT
OVERALL WORK PROGRAM
Fiscal Year 2026–2027

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Introduction

Overview

The Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, and Section 29532 of the California Government Code. MCTC is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program required by State law (California Government Code Sections 65080 et al.) and has entered several Memoranda of Understanding (MOU) with the California Department of Transportation (Caltrans) for delivery of these projects. The current MOU reflects Federal requirements per Federal transportation legislation. The Madera metropolitan boundary area shall cover the entire County of Madera. MCTC's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities MCTC works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

Description

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

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

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

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

Organizational Chart

MCTC is organized into a Board of Directors supported by the Transportation Policy Committee and the Technical Advisory Committee. MCTC staff includes an Executive Director; a Deputy Director/Fiscal Supervisor; two Principal Regional Planners; two Senior Regional Planners; an Administrative Analyst; and an Accounting Technician. There is currently one standing committee - the Social Services Transportation Advisory Council (SSTAC) which reports through the Technical Advisory Committee. The relationship between the Board, its staff, and the committees is illustrated in [Figure 1](#) and discussed in more detail below.

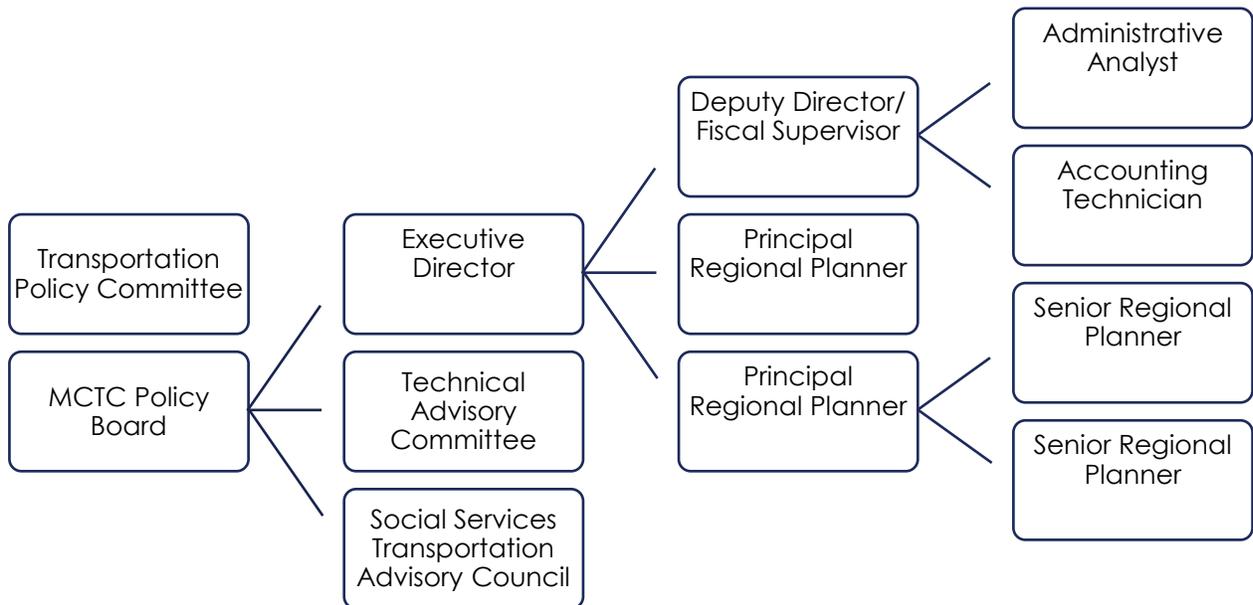
The MCTC Board of Directors is comprised of three (3) members from the Madera County Board of Supervisors; two (2) members from the Madera City Council; and one (1) member from the Chowchilla City Council. The members from the City of Madera and the City of Chowchilla shall be appointed by the City Selection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

The Transportation Policy Committee (TPC) has the same membership as the Board with the addition of one (1) person representing the Caltrans District 6 Director. This committee reviews transportation plans and programs prior to action by MCTC, with particular attention to compliance with applicable State and Federal planning and programming requirements.

The Technical Advisory Committee (TAC) includes staff from the County of Madera,

City of Madera, City of Chowchilla, Tribal Governments, and one representative from Caltrans District 6. The North Fork Rancheria of Mono Indians of California and the Picayune Rancheria of Chukchansi Indians of California, and other tribal governments are invited to participate in the monthly TAC meetings. The TAC reviews staff work conducted pursuant to this Overall Work Program; advises MCTC and TPC on transportation issues; and makes recommendations on planning and programming actions to be taken by MCTC. TAC review is generally focused upon the technical merits of various transportation issues coming before MCTC. Staff consults with tribal governments as it relates to transportation planning issues and initiates consultation with the tribal governments at the government-to-government level.

Figure 1



MCTC Organizational Chart

The Social Services Transportation Advisory Council (SSTAC) serves as an advisory committee to MCTC regarding matters related to public transportation needs of Madera County residents. The SSTAC generally has one meeting each quarter. The first is held prior to the “unmet transit needs” hearing. This initial meeting is used to familiarize the members with their role as advisors to MCTC, to select Council officers, system updates on any major transit activities to-date, and to report progress on the

unmet transit needs findings. Following the “unmet transit needs” hearing a meeting is scheduled to provide the Council with an opportunity to consider commentary presented at the hearing as well as comments submitted throughout the year. Meetings are scheduled on a quarterly basis during the rest of the fiscal year. The Council works with staff to develop recommendations for MCTC towards finding that public transportation needs that are reasonable to meet are being met.

Cooperative Agreements

To accomplish its objectives and responsibilities relative to maintaining maintenance of a continuing, cooperative, and comprehensive transportation planning program, MCTC has established working relationships with many State, regional, and local agencies. These agreements set the framework for a planning process that ultimately results in delivering transportation projects that conform to local, State, and Federal priorities for a safe, efficient, and environmentally sensitive transportation system.

Caltrans/Madera County Transportation Commission MOU – Comprehensive Transportation Planning and Programming

This is the Memorandum of Understanding (MOU) between MCTC and Caltrans. It recognizes MCTC’s status as the Regional Transportation Planning Agency and Metropolitan Planning Organization for Madera County; identifies the major responsibilities for development and adoption of the Regional Transportation Plan and Transportation Improvement Program; establishes public participation requirements; and establishes responsibility for development of the Overall Work Program. This MOU was first adopted in September 1973 and was most recently updated in December 2025. The MOU is designed to reflect MCTC’s planning responsibilities required pursuant to Federal transportation legislation and the Federal Clean Air Act Amendments of 1990.

San Joaquin Valley Transportation Planning Agencies, Caltrans, San Joaquin Valley Air Pollution Control District, Altamont Corridor Express/San Joaquin Joint Powers Authority MOU

The eight counties of the San Joaquin Valley encompass 27,280 square miles and are home to approximately 4 million residents. While large in size, the valley is not a heavily urbanized area like Los Angeles or the Bay Area but consists of a variety of urbanized centers with a great deal of rural territory in between. These urbanized centers have unique commute shed characteristics which can best be served by localized planning, while the broader regional issues can be more than adequately coordinated through

the existing MOU's that are in place.

The eight San Joaquin Valley transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive regional planning process contained in Federal transportation legislation. Specifically, this MOU provides for the close coordination of planning activities where interregional issues are involved. Areas currently being coordinated are the Regional Transportation Plan, the Transportation Improvement Program, air quality conformity process, transportation control measures, and transportation modeling. The MOU establishes a strong working relationship between the eight existing transportation planning agencies and satisfies Federal transportation legislation requirements to have a cooperative agreement between agencies located within the nonattainment area boundaries. The San Joaquin Valley Air Basin is designated as a nonattainment area for 8-hour ozone and particulate matter under 2.5 microns in diameter (PM_{2.5}) and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). The MOU also formed the Regional Policy Council, which is comprised of two elected officials from each of the eight San Joaquin Valley Counties. Later, the San Joaquin Valley Air Pollution Control District (in 2009) and the Altamont Corridor Express (ACE)/San Joaquin Joint Powers Authority (SJJPPA) (in 2021) also became members of the Regional Policy Council. The purpose of the Policy Council is to develop a process and framework for establishing formal San Joaquin Valley positions on issues where valley wide consensus exists.

Madera County Transportation Commission and Member Agency Working Agreements

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

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

Madera County Transportation Commission, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterrey Bay Area Governments, Ventura County Transportation Commission, Imperial County Transportation

Commission, Merced County Association of Governments, Redding Area Bus Authority, Riverside Transportation Commission, Stanislaus County Association of Governments, and San Joaquin Council of Governments CalVans Joint Powers Agreement

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

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

MCTC has entered into an agreement with seven other San Joaquin Valley transportation planning agencies to provide traveler information via way of telephone and internet access. Caltrans District 6 turned over the existing SJV 511 website and associated hardware running the website to the members of the MOU.

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

MCTC has entered into an agreement with ten other Regional Planning Agencies to protect the existing San Joaquin Rail Service and to promote its improvement. The "Intercity Passenger Rail Act of 2012" (AB 1779), was passed by the Legislature on August 30, 2012, and signed by Governor Brown on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJJPA) to take over the governance/management of the existing Gold Runner 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.

Policy Making Process

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

MCTC is supported by the Technical Advisory Committee (TAC) which reviews all items to be brought before MCTC. The TAC generally meets at least five to seven working days prior to normally scheduled MCTC meetings. This provides adequate opportunity for key member agency staff to become familiar with issues, develop staff positions, and to brief their Board members on pending decisions. MCTC staff has a draft MCTC agenda and relevant supporting documentation available to the TAC and the final agenda and package are not sent out until after the TAC meeting.

Coordination Statement

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

There is a high level of interregional coordination required to respond to Federal transportation and air quality planning requirements. This coordination includes periodic meetings and workshops for policy board members. Additionally, consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments are also conducted. There is staff coordination which includes attendance at monthly San Joaquin Valley Regional Planning Agencies' Directors' Committee meetings, formal staff working groups involved in preparation of the Regional Transportation Plans and Programs, traffic modeling, air quality modeling and conformity, Intelligent Transportation System (ITS), geographic information system development, congestion management, and other issues of valley-wide concern.

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

Native American Tribal Government Requirements For Transportation Planning And Programming

Introduction

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

Requirement to Consult

Consultation with Resource Agencies

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

Native American Tribal Government Consultation and Coordination

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

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

Federally Recognized Tribes

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission. The

North Fork Rancheria of Mono Indians of California and Picayune Rancheria of Chukchansi Indians of California Tribes are Federally Recognized Tribes in Madera County. Although consultation is not mandated for non-federally recognized tribes, this does not preclude the Madera County Transportation Commission (MCTC) from consulting with local non-federally recognized tribes when plans or activities might impact cultural values or the community.

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

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

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

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

Federal Land Management Agencies

A contact list of Federal Land Management Agencies in the Madera Region is maintained by MCTC. This list currently includes the U.S. Department of the Interior, Bureau of Land Management; USDA Forest Service; USDA Natural Resources Conservation Service; USDA Farm Service Agency; and the National Park Service. The list may be updated as needed.

Consultation

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

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

Planning Documents

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

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

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

jurisdiction and again prior to adoption of the RTP.

- Invite representatives of the agency and tribe to public meetings.

Transit studies, unmet transit needs hearing, transit needs assessment

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

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

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

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

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

State Funded Grants: Senate Bill 1, Active Transportation Program, Affordable Housing and Sustainable Transportation Planning Program

- Initiate consultation by letter from the executive director or his/her designee to the tribal chairperson or tribal representative.
- Provide notice of each grant and its application deadlines.
- Invite representatives of the tribe to training or public meetings regarding the grants.
- Coordinate between the tribe and MCTC member agencies.
- Consult with and consider the interests of tribal governments.

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

Coordinate amongst planners and engineers in local agencies and tribes:

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- Offer to meet to discuss the tribe's needs and concerns when contacted by tribal representatives.
- Provide assistance in TTP planning.
- Coordinate with federal entities as requested by the tribe.

Citizen Participation

MCTC provides opportunities for citizen participation through the public hearing process. Staff developed a Public Participation Plan (last updated the plan in 2023), per Federal requirements, documenting the MCTC's procedure to allow for public input to provide for coordination, consultation, and collaboration (including tribal governments) in the development of MCTC's plans and programs. MCTC has an assigned staff person to serve as a Tribal Liaison.

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

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

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

Equal Opportunity Statement/Disadvantaged Business Enterprise

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

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

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

Transportation Planning Process

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

Overall Work Program

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

The OWP is a primary means of communication between staff, the MCTC Board, and State and Federal funding agencies. Through the OWP, MCTC is aware of all staff

activities, major projects, and significant milestones. The OWP also serves as a grant application to State and Federal agencies for State planning and research funds, and various Federal transit planning programs.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is the primary planning product of MCTC. The RTP is developed and adopted on a quadrennial basis pursuant to Federal requirements. The Madera County 2022 RTP was developed in accordance with Federal MPO Planning Final Rule: FHWA CFR Parts 450 and 500; FTA CFR Part 613 and was adopted on August 31, 2022, by the MCTC Policy Board. The RTP is organized to present a comprehensive set of transportation goals, policies, and objectives for Madera County. It then presents a discussion of the current conditions and an action plan for transportation improvements. This is organized generally by modal elements such as streets and highways, public transportation, rail, aviation, bicycle, and pedestrian, as well as specific issues such as transportation demand management, transportation control measures, and Blueprint planning. The final section evaluates fiscal resources available for plan implementation. The plan is required to look at least twenty years into the future and is also required to be financially constrained. This means that only projects which have a reasonable expectation of being funded in the twenty-year time frame are to be shown in the RTP.

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

The 2022 RTP incorporated a Sustainable Communities Strategy (SCS) in compliance with the greenhouse gas reduction requirements of SB 375. The SCS element of the RTP demonstrates the integration of land use, transportation strategies, and transportation investments within the RTP. This requirement was put in place by the passage of California Senate Bill 375, with the goal of ensuring that the MCTC region can meet its regional greenhouse gas reduction targets set by the California Air Resources Board (ARB).

The 2026 RTP began development in FY2023/24. The draft 2026 RTP is scheduled for

public release and review in May of 2026. The final 2026 RTP is scheduled for adoption in August 2026 after responding to all comments received.

Air Quality Conformity Requirements

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

Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) is the vehicle by which transportation projects are advanced for funding. The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short-range programming document and generally shows projects within the four year or quadrennial element. Additional years or “out years” project listings are included when the information is available. The 2025 FTIP was adopted on July 17, 2024, receiving Federal approval in December 2024. It is anticipated that the 2027 FTIP will be adopted in the Summer of 2026, with Federal approval in December 2026.

Projects to be included in the FTIP are derived from recommendations contained in the Regional Transportation Improvement Program (RTIP) and RTP. Additionally, Congestion Mitigation Air Quality (CMAQ), Carbon Reduction Program (CRP), Federal Transit Administration (FTA) projects, and regionally significant projects advanced by local agencies are also programmed in the FTIP. Street and highway capital improvement projects are derived from the CTC approved projects contained in the State Transportation Improvement Program.

Due to its location within the San Joaquin Valley Air Basin, Madera County is subject to a requirement to make air quality conformity findings on the Regional Transportation Plan and the Transportation Improvement Program pursuant to Federal requirements identified in both the Clean Air Act Amendments of 1990, and Federal transportation

legislation. Under the provision of the Clean Air Act of 1990, Madera County, as part of the greater San Joaquin Valley Air Basin has been designated as an “Extreme” nonattainment area for 8-Hour Ozone, nonattainment for PM 2.5 and has a maintenance plan for PM-10. Transportation projects cannot advance to construction without first coming from air quality conformed plans and programs. Establishing and maintaining air quality conformity is expected to present significant challenges for San Joaquin Valley over the coming years.

The 2022 RTP, 2023 FTIP, and corresponding Air Quality Conformity Analysis were adopted on August 31, 2022. MCTC will continue implementing important projects that include the advancement of highway, bike, pedestrian, and transit projects as part of the 2025 FTIP and the 2027 FTIP when approved.

The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short-range programming document and generally shows projects within the four year or quadrennial element. Additional years or “out years” project listings are included when the information is available. The 2025 FTIP was adopted in July 2024, receiving Federal approval in December 2024. The 2027 FTIP is scheduled for adoption in Summer 2026, with anticipated Federal approval in December 2026.

Other Technical Activities

Existing Conditions of Travel, Transportation Facilities, and Systems Management

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

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

MCTC relies on economic, demographic, and land use projections from its member agencies as the basis for transportation planning activities. MCTC staff works with agency staffs to ensure that projections are consistent. Agency land use plans are

particularly important in this regard since these provide the basis of future traffic patterns and characteristics. Madera County's General Plan was last updated in 2024. The City of Madera adopted an updated General Plan in 2009. The City of Chowchilla adopted an updated General Plan in 2016.

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

Analysis of Future Transportation Need and Alternative Transportation Improvements

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

Refinement of the Regional Transportation Plan through Special Studies

MCTC undertakes special transportation studies as required and in response to specific needs. Madera County participated in the development of the San Joaquin Valley Intelligent Transportation System (ITS) study along with other Regional Transportation Planning Agencies.

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

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

The San Joaquin Valley Regional Blueprint facilitates the continued integration of land use and transportation planning that will build upon the foundation set by the Growth Response Study. A development blueprint for Madera County was established utilizing

a comprehensive scenario planning tool and extensive stakeholder and public outreach. The Madera County Preferred Scenario was incorporated into the greater San Joaquin Valley Regional Blueprint that was subsequently adopted by the regional Policy Council. The SJV Regional Blueprint will provide products to support long-range land-use and transportation planning for the eight valley counties in the region as an extension of the efforts of the San Joaquin Valley Partnership.

Comprehensive Planning Process

Planning Area

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

Madera County is characterized as rural with an estimated population of 162,599 in 2025. In January 2025, the California Department of Finance (DOF) estimated that 66,443 people reside in the City of Madera (41%); 18,742 in the City of Chowchilla (11%); and 77,414 in the unincorporated area (48%). Since 2000, when Madera County's total population was 123,109 there has been an approximate 32% increase in population. Much of this growth occurred in the incorporated areas of the county. According to the 2020 Census, 106,722 persons, or 68% of the county population falls under the category of racial minority. [Figure 3](#) displays a population density map of the County. [Figure 4](#) displays *CalEnviroscreen Disadvantaged Communities in Madera County*.

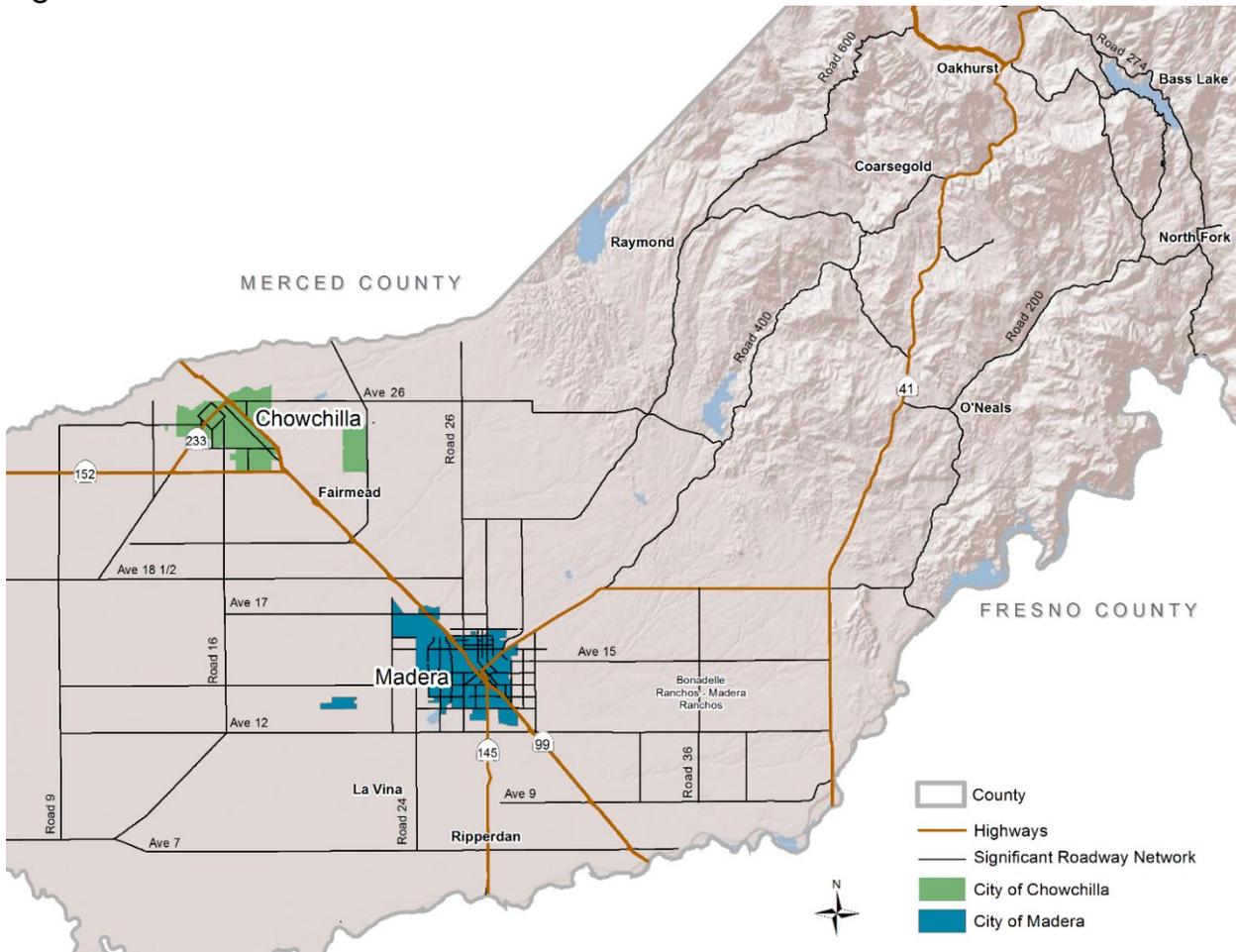
The county is divided into four planning areas -- the Madera urbanized area, the Chowchilla urban area, the Madera Ranchos/State Route 41 area, and the foothill/mountain communities' area. Madera and Chowchilla are incorporated cities. Significant rural communities are found in Oakhurst/Ahwahnee/Bass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

Employment is based on Agriculture, Forestry, Fishing and Hunting (9.8%), Utilities (0.5%), Construction (4.2%), Manufacturing (2.0%), Retail Trade (11.7%), Transportation and Warehousing (2.9%), Information (4.1%), Finance and Insurance (6.7%), Real Estate

and Rental and Leasing (1.0%), Professional, Scientific, and Technical Services (1.5%), Educational Services (15.0%), Health Care and Social Assistance (10.6%), Arts, Entertainment, and Recreation (1.8%), Accommodation and Food Services (2.2%), Other Services (except Public Administration) (3.8%), Public Administration, Government (8.5%), and Other (13.6%). There is a relatively high regional unemployment rate at 7.2% (2023 EDD) which reflects a need for the development of more employment opportunities within the county. Over the last ten years, service industries, construction, and retail trade have shown the fastest growth rates. Madera County has more workers than jobs. A large number of county residents commute to jobs outside the county, primarily to Fresno County.

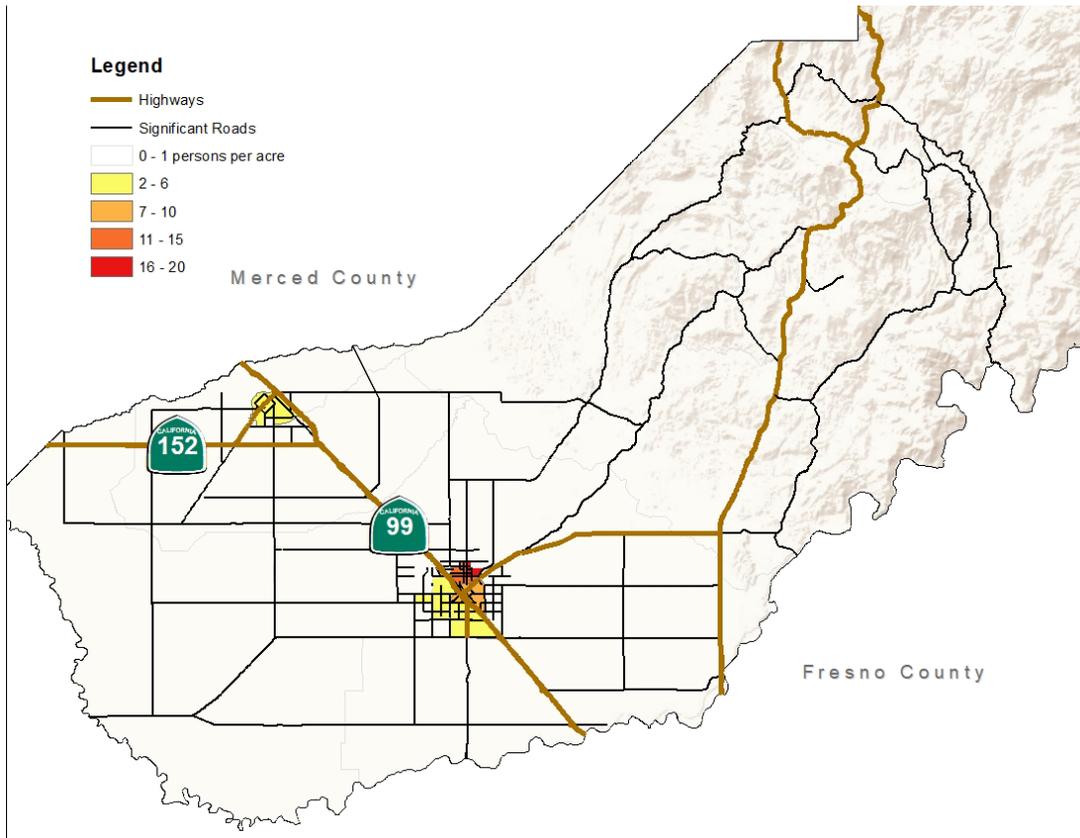
Madera County's significant regional characteristics define its goals and priorities as it relates to transportation planning. Madera County is primarily an agriculture county. Commercial, Industrial, and Tourism activities are important employment generators for the county. It is important that the County provides a good overall transportation system to sustain these activities. It is essential that a comprehensive and a well-conceived plan for providing transportation system services is developed through the participation of local, State, tribal, and Federal agencies.

Figure 2



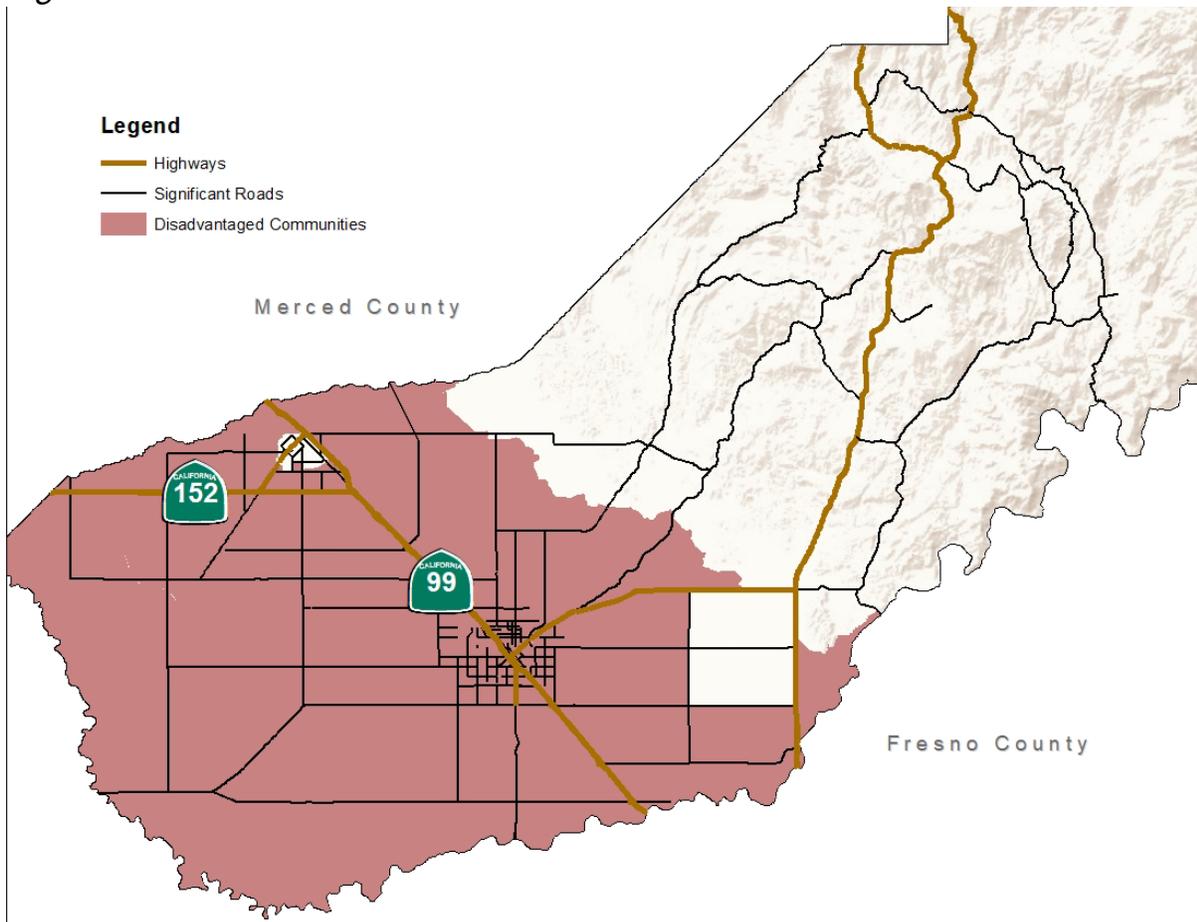
Geographical overview of Madera County highlighting the regional street and highway network and other important transportation features

Figure 3



Population density map of Madera County

Figure 4



CalEnviroScreen Disadvantaged Communities in Madera County

Planning Designations and Responsibilities

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

Regional Transportation Planning Agency (RTPA)

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

Planning and Programming Responsibilities

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

Transportation Development Act Administrative Functions

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

Local Transportation Commission (LTC)

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

Metropolitan Planning Organization (MPO)

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

The objective of the work program is to document planning activities for the current program year. It also identifies related planning responsibilities for participating

member agencies as well as State, Federal Land Management Agencies, and Federally recognized Native American Tribal Governments. The OWP is the programmatic framework of the regional planning process and is consistent with Caltrans' Metropolitan Planning Organization Overall Work Program Guidance.

Measure "T" Planning and Administrative Responsibilities

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

In November 2024 voters approved a new citizens' sales tax initiative extending the Measure T program. The new initiative begins April 1, 2027, and sunsets March 31, 2047.

Funding The MCTC Planning Program

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

Local Funding

Local Transportation Fund

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

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

Madera County Transportation Authority

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

Caltrans' Sustainable Transportation Planning Grant Program

This is another source of Caltrans' discretionary funds (grant program). Funding is awarded annually based upon successful competitive applications in compliance with Caltrans planning priorities and guidelines. Other discretionary funds (grant program) offered through Caltrans Office of Regional and Community Planning is the Sustainable Transportation Planning Grant Program. The grants are designed to encourage livable community concepts that integrate land use and transportation planning, and to encourage planning and transportation enhancements related to the traditionally underserved such as older adults, disabled, low-income and minority communities (i.e. African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islanders) to prevent or mitigate disproportionate, adverse environmental, economic, health, and social impacts of transportation projects while improving mobility, quality of life, and economic vitality in under-served communities. The passage of Senate Bill 1 (SB 1) made available formula funds for this Grant Program. The intent of these formula funds is to help MCTC carry out the objectives of the Sustainable Communities Strategy.

State Funding

State Transportation Improvement Program – Project Planning, Programming and Monitoring

Pursuant to provisions of SB 45, the STIP reform act, 5% of County Shares are made

available for project planning, programming, and monitoring activities performed by the Regional Transportation Planning Agencies relative to the development and advancement of projects for inclusion in the Regional Transportation Improvement Program (RTIP). The Madera County Planning, Programming, and Monitoring (PPM) funding for the five-year 2026 STIP period is as follows: FY 2026/27 - \$107,000; FY 2027/28 - \$107,000; FY 2028/29 - \$113,000; FY 2029/30 - \$114,000; and FY 2030/31 - \$0.

Federal Funding

Federal Highways Administration (FHWA-PL and Partnership Planning)

The Federal Highways Administration (FHWA) allocates funds to Metropolitan Planning Organizations (MPOs) to support urban transportation planning activities. These are allocated funds based on area population and require a non-federal match of at least 11.47%. The Federal Highways Administration (FHWA) Partnership Planning is a discretionary planning fund source MPOs and RTPAs can apply for annually.

Federal Transit Administration

Two sources of Federal Transit Administration (FTA) funding are generally available: FTA Section 5303 – made directly available to MCTC to support urban transit planning activities; and FTA Section 5304; State Planning and Research Partnership Planning – made available to the State for discretionary use in funding rural transportation planning activities.

Other Funding

There may be additional discretionary revenue sources that may be applied for to help undertake activities identified within the Overall Work Program (OWP). MCTC is eligible to compete for program funding made available from Assembly Bills (AB) 2766; 709; and 923. These programs allow the San Joaquin Valley Air Pollution Control District (Air District) to collect and administer a DMV registration surcharge applied to each county in the San Joaquin Valley. The Air District makes approximately \$560,000,000 available each year to qualified projects which are demonstrated to satisfy air quality planning requirements or result in measurable air quality benefit.

Status of Comprehensive Planning Process

MCTC has maintained a comprehensive transportation planning process since its

formation. Commensurate with the size of Madera County, the planning program has successfully generated required documents such as the Regional Transportation Plan, Sustainable Communities Strategy, and Transportation Improvement Program; the Transit Development Plan; the Traffic Monitoring Report; the Active Transportation Plan, and numerous special studies. The development of a countywide travel demand model represents a significant and necessary component for agency technical capabilities. Continuous work is required to maintain and further develop the resources and databases needed to support the planning program in the face of current and future State and Federal requirements.

Transportation Planning Issues

Funding

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission for future allocations of certain State transportation funds for State highway improvements, intercity rail, and regional highway and transit improvements. State law requires MCTC to update information for the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.

Under the provisions of Senate Bill (SB) 45, MCTC has been given responsibility for programming the “local share” of STIP funds. MCTC also has responsibilities related to project planning, programming, and monitoring. To more effectively meet local transportation needs, MCTC takes a long-range look at the major improvement projects needed and establishes some priority for delivery. An adequate level of funding remains a serious issue for MCTC and the implementing agencies.

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

Planning Process

MCTC’s planning process is structured to provide a focused response to local needs as well as an array of new planning and information requirements emanating from Federal and State legislation. The current Overall Work Program responds to State and Federal guidelines by identifying projects which continue development of basic planning tools and information which will provide the basis for required future planning. Specifically, the continuing development of a countywide travel demand model will be critical to both facility planning and air quality analysis. Maintenance and expansion of the traffic monitoring program will complement both modeling and air quality planning activities. The maintenance of geographic information system capabilities in coordination with the other San Joaquin Valley transportation planning agencies provides the basis for developing and maintaining databases related to transportation modes. Of particular use will be an inventory of countywide street and highway facilities.

The Infrastructure Investment and Jobs Act (IIJA) was enacted in 2021 and provides 5 years of funding certainty for infrastructure planning and investment. The IIJA is a \$1.2T bill that reauthorizes the nation's surface transportation and drinking water and wastewater legislation and pours additional billions into new programs in transportation, energy transmission, resilience, broadband, and many others.

Public and Social Service Transportation

The Social Service Transportation Advisory Council, MCTC staff, and its member agencies continuously monitor and evaluate the performance and cost effectiveness of Madera County's existing transit systems. The City of Madera operates a fixed-route service, the Madera Metro, and a demand-response complement – Madera Dial-A-Ride (DAR). The system comprises three fixed routes, operating on weekdays and Saturdays. The City of Madera plans to implement a redesign of the fixed route system in the upcoming fiscal year, with new route alignments and bus stops. The proposed redesign will improve the efficiency of the system and attract new riders. The newly designed routes will also provide transit access to the relocated Amtrak (Gold Runner) (future High-Speed Rail) station on Avenue 12. The City of Madera opened a new transit center in June 2020. The 3,200 square foot center provides expanded operations with built-in infrastructure for future transition into electric fleet.

The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a demand-response system. The CATX service area includes the City of Chowchilla.

The County of Madera initiated a demonstration inter-city fixed route system, the Madera County Connection (MCC), in July of 2001. The County, on the recommendation of the SSTAC, expanded MCC to include the communities of La Vina, Ripperdan, and Eastin Arcola in late 2002. The County also operates a demand-response Senior Bus service that operates in the Oakhurst – Bass Lake – Coarsegold area. As a volunteer driver program, the Medical Escort Program provides transportation from Eastern Madera County into Madera and Fresno for medical appointments. Since September 2017, the Madera County Public Works/Transit Department, in cooperation with the Raymond Community Association, have been providing the Medical Escort Program to residents of Raymond. This service is provided on Wednesdays from 8:30 am to 4:30 pm.

The MCC also operates the Madera area and Chowchilla area Dial-A-Ride for those needing a ride beginning or ending in the County areas in and around the City of

Madera and the City of Chowchilla. The MCC Dial-A-Ride operates Monday through Friday from 6:00 am – 8:45 pm. The MCC Dial-A-Ride Chowchilla operates Monday through Friday from 7:00 am – 6:45 pm. The MCC Dial-A-Ride Eastin Arcola/Ripperdan/La Vina operates Wednesday and Friday from 8:45 am – 2:00 pm.

The Madera Intermodal Center serves as a connectivity point between the inter-city MCC system and the fixed-route Madera Metro system. The MCC has a free transfer connection with the Fresno Area Express (FAX) at Children’s Hospital Central California through to the River Park Shopping Center in Fresno.

Yosemite Area Regional Transit System (YARTS) provides fixed route passenger service along the SR 41 corridor between the city of Fresno and Yosemite National Park during the summer. YARTS connects with MCC service along SR 41 and connects with transit services in neighboring Merced and Fresno Counties. Services to other outlying communities have been identified as potential needs and will be evaluated by MCTC and County staff.

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

Recognizing the need for cost-effective transportation options for commuters, particularly those employed in the agricultural sector, Madera, Fresno, Kings, Tulare, and Kern counties formed a Steering Committee to evaluate a new Valley-wide Rideshare Entity. A Caltrans Planning Grant funded the Southern San Joaquin Valley Rural Vanpool & Rideshare Assessment Study in 2006-07 which addressed the potential of creating a joint powers agreement among the MPOs of the San Joaquin Valley. The expansion of Kings County’s Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The results of this evaluation led to the CalVans Joint Powers Agreement (JPA) between several local transportation planning agencies. The current JPA consists of Madera County Transportation Commission, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterey Bay Area Governments, Ventura County Transportation Commission, Imperial County Transportation Commission, San Joaquin Council of Governments, Merced County Association of Governments,

Redding Area Bus Authority, Riverside County Transportation Commission, and Stanislaus County Association of Governments. The CalVans JPA was established to create, fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe and affordable vehicles they could use to drive themselves and others to work. CalVans operates as a Public Transit Agency. The CalVans agency began official operations on October 1, 2011.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (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 provides demand-responsive transit service for older adults, persons with disabilities, and low-income individuals to medical and other essential services.

Rail planning will focus upon several regional issues. The SJJPA, in partnership with Madera County, City of Madera, MCTC, Caltrans, and CalSTA, is in the process of relocating the Madera Amtrak Station to Avenue 12 adjacent to the Madera Community College Campus. The new station location provides better regional access, is served by existing fixed route transit services, and will initiate transit orientated development in the station area. Madera County was awarded a Sustainable Transportation Planning Grant from Caltrans to prepare a Transit Oriented Development Specific Plan at the new station area. Madera County will work with the City of Madera, MCTC, SJJPA and Caltrans to develop the study during FYs 2024-26.

Another issue of valley-wide importance is the California High Speed Rail Plan, which identifies a 700-mile route for the future development of high-speed rail service between the Los Angeles and San Francisco regions. The California High-Speed Rail Authority (CHSRA) was established in 1996 to address funding for this proposal. The passage of Proposition 1A in November 2008 authorized \$9.95 billion in bonds for the construction of high-speed rail. The 2014 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.

After release of the 2015 CHSRA Business Plan, MCTC partnered with SJJPA, Madera County, City of Madera, Caltrans, and the CA High-Speed Rail Authority to relocate the Amtrak San Joaquins station to Avenue 12 to improve access, ridership, and transit-oriented development. Environmental review was completed in 2021, and Phase 1

(Amtrak relocation) aims to open by 2027, with the site designed for future high-speed rail service as well. MCTC integrated the project into regional plans and continues station area planning with local partners.

Bicycle and Pedestrian

Bicycle and pedestrian planning are assuming new importance with the improved funding capacity through various Federal and State programs. The development of the Madera County 2004 Bicycle Transportation Plan established a competitive basis for securing grants through the Federal Transportation Enhancement Activities program, the San Joaquin Valley Air Pollution Control District administered REMOVE II program, Community-Based Transportation Planning grant, Environmental Justice grant, as well as from MCTC reserved Transportation Development Act (TDA) funding. There is renewed State emphasis on funding bicycle and pedestrian facilities through the Active Transportation Program (ATP) which consolidated the Federal Transportation Alternatives Program (TAP), State Bicycle Transportation Account (BTA), Federal Safe Routes to School (SRTS), and State Safe Routes to School (SR2S) into one program. Local agencies are encouraged to update their individually adopted bicycle plans to remain eligible for bicycle and pedestrian grant funding opportunities. MCTC adopted a regional Active Transportation Plan and Complete Streets Policy Guide in 2018 and updated it in 2025.

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

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

MCTC is committed to promoting the reduction of travel demand through rideshare

coordination, employer commute solutions education, and public awareness of alternative modes of transportation.

MCTC coordinated and directed the Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) commitment process of its member agencies in 2001 and 2002. MCTC updates the RACM upon preparation of new Federal air quality conformity determinations and or subsequent amendments to the conformity determination. The commitments to fund and implement measures to reduce travel demand were compiled with the commitments of the other valley Transportation Planning Agencies for inclusion in the development of the State Implementation Plan (SIP). The RACM project implementation is tracked and reported to FHWA, FTA, and EPA during each successive RTP and FTIP conformity determination.

The Federal Clean Air Act Amendments of 1990 require that transportation plans, programs, and projects are subject to a finding of conformity with the applicable air quality plans for the San Joaquin Valley. Under Federal law no federally funded project or project requiring Federal approval can be advanced unless it comes from an air quality conforming Regional Transportation Plan. The most recent Madera County Federal Transportation Improvement Program (FTIP) conformity determination was approved by the Federal Highway Administration and the Federal Transit Administration in December of 2024. The 2027 FTIP and corresponding conformity determination are scheduled for adoption in Summer 2026, with anticipated Federal approval in December 2026.

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

MCTC has partnered with Madera County on the Oakhurst Mobility Study development. This planning effort led by Madera County will analyze and improve multi-modal transportation in Oakhurst. It began after a 2023 Caltrans Sustainable

Transportation Planning grant award, with some preliminary work starting in FY 2022-23. The study engages the community and stakeholders to identify circulation gaps, safety issues, and design concepts for pedestrians, bicyclists, transit, and vehicles, informing future projects and complementary local plans. The Study is scheduled for completion in 2026.

Highway Capacity and Corridor Needs

Travel demand along the State Route (SR) 41 corridor remains a focus of attention. At the request of MCTC, Caltrans is monitoring traffic volumes associated with the Chukchansi Resort and Casino. Traffic signals have been constructed on SR 41 at Road 200, Yosemite Springs Parkway, and Road 415 intersections. MCTC worked with Caltrans on a Measure "T" Tier 1 project that added passing lanes on SR 41 between 4 miles south of Road 200 and just north of Road 208.

There continues to be discussion between Fresno and Madera Counties of the long-range needs for an east-west travel corridor across the southern portion of Madera County and general traffic behavior along the SR 41 Corridor. The San Joaquin River Crossing Study sought to address the impacts of development in Madera and Fresno counties and identified potential river crossings to improve mobility across the San Joaquin River corridor. Related to this need is renewed interest in SR 65, which, when constructed, will provide a highway facility extending along the foothills from Bakersfield in the south to the SR 152 alignment in the north. In 2016 and 2017, Madera and Fresno agencies engaged in and completed an Origin/Destination study to further analyze travel behavior between the two counties and the economic impacts of this behavior.

MCTC partnered with Fresno Council of Governments (Fresno COG) in 2021 to prepare a study to determine the future transportation needs of the SR 41 corridor in the City of Fresno and the southern segment of SR 41 in Madera County. In addition, the study analyzed the future transportation needs of the Avenue 9 corridor in Madera County between SR 41 and SR 99. The study identified existing and future issues along the two corridors related to safety, mobility, congestion, etc., and recommended sustainable improvements that will address the transportation needs of the residents in both counties through multi-modal approaches. Issues to be addressed include: mobility, access, safety, and connectivity for all modes of travel including automobiles, transit, walking, and bicycling.

Caltrans District 6, in coordination with its local agency partners, completed the Fresno/Madera Urban Route 99 Corridor System Management Plan (CSMP) in 2009. The CSMP was developed in response to Proposition 1B requirements and the CTC's desire to ensure that the mobility gains from corridor capacity improvements are maintained well after construction is completed. The CSMP allows Caltrans and its local agency partners to manage and operate the SR 99 transportation corridor based upon the assessment and evaluation of performance measures to identify the most cost effective operational and capital improvements needed along the corridor. Several SR 99 projects in Madera County also warrants increased attention. In 2006, Caltrans completed the conversion to full freeway of three remaining miles of expressway on SR 99 north of Madera (the Fairmead project). Using the techniques of innovative financing, MCTC advanced STIP funding for the reconstruction and widening of the 4th Street interchange to FY 2010-11. The Avenue 12 interchange was reconstructed using Route 99 bond funding included in Proposition 1B to address safety and capacity concerns arising from development of the Community College and related planning area. SR 99 from Avenue 12 to Avenue 17 was completed through cooperation with Caltrans using Measure T and various State funding sources. In coordination with Caltrans efforts are underway to widen the SR 99 Avenue 7 to Avenue 12 section, currently in the Right-of-Way phase and expected to be in construction in FY 2026/27.

Caltrans has plans to widen SR 99 from four to six lanes through Madera County.

A multi-District effort (Districts 3, 6, and 10) was completed in October 2025 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP developed a shared vision and implementation plan for the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP revised the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. MCTC staff participated with other State and regional stakeholders in project meetings and

shared-lane workshops.

Measure “T” Expenditure Plan

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

As stated earlier, in November 2024 voters approved of a new citizens’ sales tax initiative extending the Measure T program. The new initiative measure expenditure plan has an increased priority of fixing local streets and roads.

Core Planning Functions

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

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

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

Performance Management

Since Federal legislation was passed in 2012, Caltrans and California's MPOs have developed performance measures that are integrated into their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. Federal transportation legislation requires the

USDOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

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

The FHWA and FTA want each MPO to explicitly identify their process for determining performance targets and measures within their Overall Work Programs. MCTC participates in the State's process to develop these targets and has adopted regional targets for performance measures.

State of Good Repair

MPOs are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPOs shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Regional Transportation Plan (RTP). Analysis of State of Good Repair needs, and investments shall be part of any RTP update, and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPOs are expected to regularly coordinate with transit operators to evaluate current

information on the state of transit assets; to understand the transit operator's transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

Public Transportation Safety Plan

MPOs shall coordinate with the transit providers in their region to incorporate the Public Transportation Safety Plan (PTASP) targets, prepared by the transit providers, into their planning documents.

Federal Planning Factors

The Metropolitan Planning program under Federal legislation provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, section 134(f) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under the FAST Act, ten planning factors (for both metro and statewide planning) are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Each of these planning areas and factors are addressed in the OWP, many by multiple work elements.

	Core Planning Functions	Performance Management	State of Good Repair
<i>Work Element</i>			
101 RTP & EIR	***	***	***
102.1 REAP 2.0 Readiness	***	***	***
106.0 Sustainable Communities Strategy Development FY 23-24	***		
106.1 Sustainable Communities Strategy Development FY 24-25	***		
106.2 Sustainable Communities Strategy Development FY 25-26	***		
107 V-TRANSFRM Study	***		
108 C-Regional Climate Adaptation and Resilience Framework FY 25-26	***		
109.0 F-Travel Demand Model Update FY 26-27	***		
201 Transit	***	***	***
202 Rail	***	***	***
301 Active Transportation Planning	***	***	***
401 Highways, Corridors, Regional Routes	***	***	***
501 Transportation Program Development	***	***	***
502 Project Coordination, Financial Programming	***	***	***
601 Travel Demand Model Management	***	***	***
602 Air Quality Modeling	***	***	***
603 GIS and Mapping Resources	***	***	***
604 Performance Management Data Development	***	***	***
605 Regional Traffic Monitoring Program	***	***	***
701 Public Participation Program	***	***	***
801 Transportation Development Act	***		
802 Senate Bill 125 Transit Program	***		
901 Lobbying			
902 Other Activities	***	***	***
1001 Overall Work Program and Budget	***	***	***
1101.0 Measure T Administration -2006			
1101.1 Measure T Administration - 2024			

Regional Transportation Planning

101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

102.1 REAP 2.0

106.0 F-Sustainable Communities Strategy Development FY 23-24

106.1 F-Sustainable Communities Strategy Development FY 24-25

106.2 F-Sustainable Communities Strategy Development FY 25-26

107 V-TRANSFRM Study

108 C-Regional Climate Adaptation and Resilience Framework FY 25-26

109 F-Travel Demand Model Update FY 26-27

Work Element 101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

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 (20-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 currently adopted 2022 RTP, staff implemented the requirements of legislation related to the Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375 and SB 743.

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, include 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 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. 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. Work is ongoing for the 2026 RTP/SCS and environmental document, with adoption in Summer 2026.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The

2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. 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 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. 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. During 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.

The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006. The 2011, 2014 and 2018 RTP updates carried forward the Measure T Investment Plan. The Measure was set to expire in 2026. An extension of the Measure was perused in 2022 under the same timeline as the development of the 2022 RTP. As a result of related planning activities, a Measure T extension scenario was analyzed in the 2022 RTP development process. Madera County voters approved the Measure T extension in 2024, with its expiration set for 2047. The extension of Measure T will be used in the development of the 2026 RTP/SCS.

In fiscal year 2020/21, a consultant developed a methodology to prioritize transportation improvement projects in Madera County. The study examined all currently planned modal projects, identified new projects, and established a prioritization process for the projects. The project prioritization increased the emphasis on projects that support equitable investment in disadvantaged communities, benefited public health, and limited negative environmental impacts. The project scoring parameters of the Project Prioritization Study were considered in the 2022 RTP Update.

The California Air Resources Board (CARB) staff published the Final Sustainable Communities Strategy Program and Evaluation Guidelines in November 2019. These Guidelines outline how CARB evaluates MPO's SCS pursuant to SB 375. These new guidelines updated the SCS review methodology. The new guidelines emphasize the tracking of plan implementation, policy commitments, incremental progress, and equity as key analysis components. However, the Policy Commitments component is the only component used by CARB staff as the basis for accepting or rejecting the MPO's SB 375 GHG emission reduction target determination. The other three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders.

MCTC staff worked with consultants where needed through the MCTC On-Call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines in fiscal year 2021/22 and 2022/23. MCTC evaluated impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

MCTC retained professional consultation services for the development of the Program Environmental Impact Report (PEIR) for the 2022 RTP/SCS in January of 2021. The Notice of Preparation process occurred in February and March of 2021. The PEIR development coincided with activities related to the RTP and SCS Scenario Development. Work with the consultant on the PEIR concluded in the fall of 2022.

MCTC, in conjunction with the other seven San Joaquin Valley MPOs, also retained Trinity Consultants for assistance with Air Quality related elements of the 2022 RTP/SCS, specifically related to SB 375 emissions analysis and evaluation of Federal criteria pollutants.

MCTC staff retained a consultant in August of 2021 to assist in a variety of outreach activities related to the development of the 2022 RTP/SCS. MCTC staff are and will continue to be engaged in outreach activities related to the RTP/SCS development. This process includes regular meetings with the RTP/SCS Oversight Committee and stakeholders. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders were engaged for comments and feedback in a variety of ways. Community workshops held for the RTP and for SCS scenario development, meetings made directly with interested individuals by request, information submitted in local publications, focused community surveys distributed online or at outreach functions and informational workshops held by MCTC staff. Due

to the COVID-19 pandemic, MCTC staff focused on effective ways for interested individuals to participate online or remotely. The presence on social media for the project increased, access for online communications and meetings was bolstered, and a project website was developed for computer or mobile phone access. Several activities focused on disadvantaged communities or traditionally underrepresented populations. Translation services as well as Americans with Disabilities Act accessibility requirements were met for informational documents and materials for the project. MCTC worked with a consultant to better ensure meaningful and effective outreach occurred through the duration of the 2022 RTP/SCS update process.

The SCS submittal and subsequent review by CARB took place during the 2023/24 fiscal year. Activities in this element related to the start of development of the 2026 RTP/SCS and PEIR as well as maintenance of the 2022 RTP/SCS will be ongoing until the adoption of the 2026 RTP/SCS. MCTC staff began to collect new transportation, housing, and demographic data to update planning tools relevant to the development of the 2026 RTP.

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 completed a Project Prioritization Study in 2021 that prioritized all regional projects. The prioritization criteria placed more emphasis on environmental impacts and investment in underserved communities. The project scoring parameters from the Project Prioritization Study were considered in the 2022 RTP/SCS project planning process. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP utilizes performance measures to prioritize projects for each scenario developed for the SCS. Updated information is being used in the development of the 2026 RTP/SCS. The current prioritization criteria are found in the MCTC Project Prioritization Study and are summarized here:

- Consistency with current regional and local plans and policies
- Congestion relief

- Improves air quality and reduces greenhouse gas (GHG) emissions
- Provides improved access to activity centers
- Improves safety
- Supports other modes of transportation
- Estimated project timing (more imminent projects are higher priority)
- Serves smart growth development and/or Sustainable Communities Strategy goals
- Avoids negative environmental impacts on environmental justice, minority and low-income communities, and Native American historic, cultural, and sacred sites
- Improves congested corridors or provides alternative relief to congested corridors
- Provides access to other modes of transportation
- Project is within (serves) a disadvantaged community as indicated by pollution burden
- Project is within (serves) a disadvantaged community as indicated by population characteristics

MCTC integrated Federal performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds as they are applicable to the region. 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/GHG reduction/CMAQ Performance

Staff began work on the 2026 RTP/SCS and Environmental Document in the fourth quarter of FY2023/24. Staff retained consultant assistance to prepare the environmental document. The PEIR development will happen concurrently with the RTP and SCS development concluding in the Summer of 2026. The SCS for the 2026 RTP will be aided by the SCS Development Project (WE 106-F). Staff will compose the elements of the RTP with assistance from the Modeling and Technical On-Call program if deemed necessary.

Draft RTP/SCS and PEIR will be released in Spring of 2026. After responding to all comments, MCTC and the environmental consultant shall finalize the documents and

present them for adoption to the MCTC Policy Board in the first quarter of FY 2026–27.

The California Transportation Commission (CTC) has authorized an update to the RTP Guidelines adopted in January of 2024. MCTC will develop the 2026 RTP/SCS in accordance with these new guidelines.

In light of the newly adopted RTP Guidelines, staff will focus on activities in support of the 2026 RTP development including:

- Assessment of current modes of transportation and the potential new travel options for the region
- Projection of future travel and goods movement needs
- Development of actions needed to address improved mobility and accessibility
- Documentation of needed policies for transportation expenditures to address future growth patterns
- Development of transportation improvements and investments consistent with the FTIP and STIP.
- Establishing the effectiveness of transportation strategies and investments to meet performance measures.
- Ensure consistency with the California Transportation Plan and other locally or regionally developed plans that address statewide and interregional transportation issues and Needs.
- Engage in a robust public outreach and education campaign to develop consensus, and facilitate meaningful participation and cooperation with public, community organizations, local, state and federal agencies, tribal governments, and elected officials.

Caltrans developed the California Freight Mobility Plan 2023 (CFMP) guidance to help MPOs freight planning and development process. MCTC staff will rely on the CFMP to guide short and long-range planning and decision making as applicable for Madera County's multimodal freight system in the RTP.

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB 375 Compliance Evaluation Report for the 2018 RTP/SCS
- 2018 RTP/SCS Amendment 1
- Outreach Report Chapter of RTP/SCS to document comprehensive outreach

activities, materials and input received.

- SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- PEIR for the 2022 RTP/SCS
- Amendments to the 2018 and 2022 RTP as necessary
- 2022 RTP/SCS Amendment 1 and 2

Product

1. Amendments to the 2022 RTP, as necessary
2. Collection of new transportation, housing, and demographic data for use in development of the 2026 RTP/SCS and then the 2030 RTP/SCS
3. Finalize development of Environmental Document for the 2026 RTP/SCS
4. Finalize development of 2026 RTP/SCS
5. Amendment to the 2026 RTP, as necessary.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
101.1	Amendments to the 2022 RTP, as needed	X		Prepare amendments for the 2022 RTP/SCS, as necessary	5%	July 2026 to Nov 2026
101.2	2026 RTP/SCS - Environmental Document Development	X	X	Consultant to prepare Final PEIR for the 2026 RTP/SCS after responding to comments	25%	July 2026 to Sept 2027
101.3	2026 RTP/SCS Development	X	X	Adopt Final 2026 RTP/SCS in accordance with 2024 RTP Guidelines after responding to comments	45%	July 2026 to Sept 2027
101.4	Amendments to the 2026 RTP, as needed	X		Prepare amendments to the 2026 RTP/SCS, as necessary	5%	September 2026 to June 2027
101.5	2030 RTP/SCS	X		Early stages of data collection, planning efforts for next RTP	20%	September 2026 to June 2027
				Total	100%	

FTE: .52

101 Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant (PEIR)	10,000
MCTA			
FHWA-PL FY 25-26			
FHWA-PL FY 26-27	8,853		
FTA-Section 5303			
STIP – PPM	1,147		
Other			
Subtotal	10,000	Subtotal	10,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	195,000
MCTA			
FHWA-PL FY 24-25	57,562		
FHWA-PL FY 25-26	1,101		
FHWA-PL FY 26-27	113,971		
FTA-Section 5303			
STIP – PPM	22,366		
Other			
Subtotal	195,000		
Total:	205,000	Total:	205,000

Work Element 102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0

Objective

The purpose of the Regional Early Action Planning Grants of 2021 (REAP 2.0) is to support transformative planning and implementation activities that include, but are not limited to, accelerating infill and affordable development; supporting residents through realizing multimodal communities; shifting travel behavior through reducing driving; and increasing transit ridership, walking, and biking as primary modes of transportation. REAP 2.0 is specifically designed to provide Metropolitan Planning Organizations (MPOs) and other eligible applicants with tools and resources to help implement and advance plans, primarily including sustainable communities' strategies (SCS) as part of Regional Transportation Plans (RTP). REAP 2.0 seeks to accelerate progress towards State housing goals and climate commitments through a strengthened partnership between the State, its regions, and local entities to collectively accelerate infill development, housing, and VMT reductions in ways that advance equity.

Discussion

Through a budget revision of the State's FY 21-22 budget (specifically AB 140), the California Department of Housing and Community Development (HCD) in collaboration with the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB) established the REAP 2.0 program. REAP 2.0 allocates \$600 million from State and Federal investments, \$500 million from the Coronavirus Fiscal Recovery Fund of 2021, and \$100 million from the State General Fund, with 85% allocated directly to Metropolitan Planning Organizations (MPOs), such as MCTC. The program is set to advance the implementation of adopted regional plans by funding planning and implementation activities that accelerate infill housing and reductions in per capita Vehicle Miles Traveled (VMT).

REAP 2.0 builds on the success of 2019's REAP (REAP 1.0) program but expands the focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. REAP 2.0 is explicitly intended to meet multiple objectives,

including infill development, housing for all incomes, VMT reduction, and Affirmatively Furthering Fair Housing (AFFH) in ways that lead to transformative policy outcomes and accelerate the implementation of regional and local plans to achieve these goals. REAP 2.0 provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including the Regional Housing Needs Assessment (RHNA). In addition, REAP 2.0 is specifically designed to provide MPOs and other eligible entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities' Strategies (SCS) adopted as part of Regional Transportation Plans (RTP) to pursue greenhouse gas emission reduction targets through land use and transportation strategies.

Eligible Applicants

Most of the program's funding (85 percent, or \$510 million) will flow directly to the State's 18 Metropolitan Planning Organizations (MPOs), and the MPOs may subgrant a portion of the funds to eligible entities (cities, counties, transit/transportation agencies) in their metropolitan region. The remaining funds are split into a set aside for tribal entities and for eligible entities in smaller counties in non-MPO regions (5 percent, or \$30 million), as well as for a Higher Impact Transformative set aside for all eligible entities (5 percent, or \$30 million).

Pursuant to the State's budget revision of 2024, MCTC's maximum award is \$2,083,505.64, of which an initial allocation of 10% of funds were available for outreach to support program development and the full program funding application. REAP 2.0 program guidelines were released by HCD in July 2022. MCTC applied to HCD for advanced funding to develop an outreach and engagement strategy in support of development of the MCTC REAP 2.0 program and the full program application. MCTC requested 1.5% (\$33,112.70) of the 10% for Targeted Outreach and Engagement Strategy, and program development. Administration and Program Management is 5% of the amount. The remaining funds will be suballocated to eligible entities in the Madera region: County of Madera, City of Madera, City of Chowchilla based on population.

Suballocations must comply with REAP 2.0 Program requirements, goals, objectives, and threshold requirements, per the State's REAP 2.0 guidelines. REAP 2.0 goals include investing in housing, planning, and infill housing-supportive infrastructure across the entire State in a manner that reduces VMT, increases housing affordability, and advances equity.

The State's budget revision of 2024 reduced the amount available for MPOs to \$480,000,000. The amount for the Madera region is \$2,083,505.64. Reductions to the suballocated amounts were adjusted accordingly.

REAP 2.0 grant deadlines were extended through AB 130, 2025–2026 Governor's budget. The changes include the following:

- Expenditure deadline: Extended by six (6) months from June 30, 2026 to December 31, 2026.
- Final invoice submission deadline: Extended by fifteen (15) months from March 31, 2026 to June 30, 2027 (for expenditures up to December 31, 2026).
- Final report submission deadline: Extended by six (6) months from December 31, 2026 to June 30, 2027.
- In addition, for MPOs only – If an MPO has unexpended funds after the expenditure deadline, the department may, no later than December 31, 2027 (previously 2026), reallocate those funds to another eligible MPO, for reimbursement for other expenditures incurred by the expenditure deadline, up to their original allocation amount.

Previous Work

1. Worked with the Department of Housing and Community Development and the interagency collaborative partners on the development of the MCTC REAP 2.0 Program
2. Developed and conducted a targeted outreach and engagement strategy for REAP 2.0 Program
3. Developed MCTC REAP 2.0 Program
4. Applied for REAP 2.0 Funds
5. Re-submitted Final REAP 2.0 MPO application with local agencies' applications for review.

Product

1. Assist local agencies with reviewing REAP 2.0 suballocated projects for eligibility and facilitate submission to Department of Housing and Community Development and the interagency collaborative partners.
2. Submission of any required REAP 2.0 reports.

Tasks

1. Administer REAP 2.0 funds and programs.
2. Monitor REAP 2.0 funding in Madera County and assist member agencies, as needed.
3. Monitor work project expenditures and delivery.
4. Continue working with the Department of Housing and Community Development (HCD) and the interagency collaborative partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation.

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
102.1.1	Administer Regional Early Action Planning (REAP) 2.0 Funding	X		Administer REAP 2.0 funding for MCTC and with local agency partners	5%	July 2026 to June 2027 (Ongoing)
102.1.2	Monitor Regional Early Action Planning (REAP) 2.0 Funds and provide assistance	X		Monitor REAP 2.0 funding to local agencies and provide assistance on an as needed basis. Facilitate local agency projects with HCD and State partners to verify project eligibility. Provide reports to State	85%	July 2026 to June 2027 (Ongoing)
102.1.3	Monitor Regional Early Action Planning (REAP) 2.0 work project expenditures and delivery	X		Verify project consistency and expenditures with approved application	5%	July 2026 to June 2027 (Ongoing)
102.1.4	Collaborate with HCD and the interagency collaborative partners	X		Continue working with State Partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation	5%	July 2026 to June 2027 (Ongoing)
				Total	100%	

FTE: .00

102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Pass-through to Agencies	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	0
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0			
Subtotal	0		
Total:	0	Total:	0

*Work Element is included for possible carryover tasks remaining from FY 2025-26.

Work Element 106.0 F- Sustainable Communities Strategy Development Fiscal Year 23-24

Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB 1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

Discussion

This project will further Madera County's RTP/SCS ability to reduce the State's GHG emissions, meet the GHG reduction targets established by the California Air Resources Board (CARB), and assist in achieving the Caltrans Mission and Grant Program Objectives outlined in Sustainable Transportation Planning Grant Program Grant Application Guidelines.

This project is anticipated to take several years to complete commencing in quarter four of FY 23/24 and completion in quarter three of FY 26/27. MCTC anticipates utilizing a portion of FY 23/24 SB 1 Formula Grant, FY 24/25, and all the FY 25/26 SB 1 Formula Grant funds to complete this project. MCTC will procure professional assistance to complete all the elements of this project. A full listing of all anticipated activities and their projected timeframe are included below in the Tasks section of this chapter.

Fiscal Year 23/24 Activities - WE 106.0

Staff will utilize MCTC's procurement policies and procedures to solicit proposals from qualified consultants and select a firm from request respondents. Staff will organize a kickoff meeting with Caltrans and the selected consultant to establish project administrative protocols and overall grant management. *This task will continue throughout the duration of the project into FY26/27.*

Staff will work with the consultant to develop a comprehensive Public Outreach Plan for the project. The Public Outreach Plan will establish goals for engagement throughout the Madera County region, consider the needs of underserved communities and sensitive populations, develop strategies to ensure equitable access for all to participate in the project development process, develop communication and feedback tools using an array of mediums, identify important stakeholders for engagement, and establish a schedule for engagement activities around important project milestones. *This task is expected to carry over into FY24/25.*

Fiscal Year 24/25 Activities - WE 106.1

Staff will work with the consultant to implement the Public Outreach Plan. *This activity is expected to carry over into FY25/26.*

Staff will work with the consultant to form a project oversight committee. This committee will assist in providing feedback and direction on the project activities proposed to achieve the goals of the region's SCS. The committee will be formed with geographic and social equity in mind to ensure that people from all areas and socio-economic conditions may participate. The group will receive information from MCTC and local agency staff or other relevant stakeholders to better inform their decision-making process. The committee will provide insights on potential SCS scenarios and consider information and feedback received during public outreach activities. A schedule for the frequency of this committee's meeting schedule will be made with selected member's inputs. *These activities are expected to carry over into FY 25/26.*

Staff will work with the consultant to establish SCS performance measures. A framework will be developed considering RTP/SCS goals related to system level, land-use, smart mobility framework, health equity and environmental justice and Title VI areas. Additional measures may be identified as necessary.

Staff will work with the consultant to identify GHG and VMT reduction strategies appropriate and achievable in the Madera County Region. Strategies will consider all travel modes and purposes and be applicable to various proposed scenarios for the SCS and able to advance the SCS GHG reduction goals in all communities. The task will consider CalEnviroScreen identified disadvantaged communities, especially environmentally burdened, racial minority, and low-income communities.

Staff will work with the consultant to establish an SCS Technical Methodology that will be able to comply with CARB guidelines. Available data, SCS output measurables, and

the methodology on their anticipated use and production will be documented and submitted for approval by CARB staff. *The SCS Technical Methodology development will begin in FY 24/25 and be completed in FY 25/26.*

Staff will work with the consultant to prepare and perform land-use modeling for distribution of regional growth forecast. MCTC does not own a land-use model and will rely on the consultant to utilize adequate land-use modeling software for this task. The modeling will correlate to proposed scenarios developed for consideration for the SCS. The land-use modeling outputs will be transferable to data inputs to be utilized in travel demand modeling activities of the SCS scenarios.

Staff will work with the consultant to prepare the travel demand model inputs for SCS scenario travel modeling activity. A review and edit of MCTC regional travel demand model's traffic analysis zones, the significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, interregional trip tables or other input parameters will take place, as necessary. This activity is expected to carry over into FY 25/26.

Fiscal Year 25/26 Activities - WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in

the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

Previous Work

- 2022 RTP/SCS
- Outreach Report Chapter of 2022 RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the 2022 RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the 2022 RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- Amendments to the 2018 and 2022 RTP/SCS as necessary

Product (Deliverable Year)

Fiscal Year 23/24

- None

Fiscal Year 24/25

- 2026 SCS Public Outreach Plan (FY24-25)

Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)
- SCS Submittal Package (FY26-27)

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
106.0.01	Retain Consultant	X		Issue RFP, score proposals, select consultant	2%	May 2024 to July 2024 <i>(Completed FY 24/25)</i>
106.0.02	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	1%	July 2025 – June 2026 <i>(Total Project May 2024 to December 2026)</i>
106.0.03	Develop Public Outreach Plan	X	X	Develop Plan for general stakeholder and public engagement with target populations, including disadvantaged communities and Environmental Justice communities, government to government outreach with state, local and tribal governments	5%	July 2024 to September 2024 <i>(Completed FY 24/25)</i>
106.0.04	Establish SCS Oversight Committee		X	Select individuals to serve on SCS Oversight Committee, meet regularly with committee to report overall SCS development progress and receive feedback	4%	July 2025 to June 2026 <i>(Project total September 2024 to May 2026)</i>
106.0.05	Conduct Outreach Activities	X	X	Conduct a variety of in-person and online outreach in accordance with MCTC Public Participation Plan, CTC RTP Guidelines and SB 375	30%	July 2025 to May 2026 <i>(Project total September 2024 to May 2026)</i>
106.0.06	Establish SCS Performance Measures	X	X	Develop performance measure framework by	20%	December 2024 to April

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				RTP Goals for System Level, Smart Mobility Framework, Health Equity and Environmental Justice and Title VI Areas		2025 <i>(Completed FY 24/25)</i>
106.0.07	Identify GHG and VMT reduction strategies	X	X	Identify applicable strategies able to advance the SCS GHG reduction goals in all communities, specifically in Cal Enviro screen identified disadvantaged communities, especially racial minority and low-income communities	20%	July 2025 <i>(Project total October 2024 to July 2025)</i>
106.0.08	Establish SCS Technical Methodology		X	Document the technical methodology upon which the SCS results are calculated	10%	July 2025 to December 2025 <i>(Project total September 2024 – December 2025)</i>
106.0.09	Prepare and Perform Land Use Modeling		X	Refine land-use model for distribution of regional growth forecast, perform land-use model runs	4%	July 2025 to October 2025 <i>(Project Total September 2024 – October 2025)</i>
106.0.10	Prepare travel demand model for SCS scenario travel modeling activity		X	Review and edit traffic analysis zone, significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, or other input parameters	4%	July 2025 to October 2025 <i>(Project Total September 2024 to October 2025)</i>
				Total	100%	

FTE: .00

106.0 F-Sustainable Communities Strategy Development FY 23-24

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 23-24			
Subtotal	0		
Total:	0	Total:	0

*Work Element included to show continuity of the project from FY 2024-25 to FY 2026-27.

Work Element 106.1 F–Sustainable Communities Strategy Development Update Fiscal Year 24–25

Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans’ mission and overarching objectives for SB-1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

Discussion

This project will further Madera County’s RTP/SCS ability to reduce the State’s GHG emissions, meet the GHG reduction targets established by the California Air Resources Board (CARB), and assist in achieving the Caltrans Mission and Grant Program Objectives outlined in Sustainable Transportation Planning Grant Program Grant Application Guidelines.

This project is anticipated to take several years to complete, commencing in quarter four of FY 23/24 and completion in quarter three of FY 26/27. MCTC anticipates utilizing a portion of FY 23/24 SB 1 Formula Grant, FY 24/25, and all the FY 25/26 SB 1 Formula Grant funds to complete this project. MCTC will procure professional assistance to complete all the elements of this project. A full listing of all anticipated activities and their projected timeframe are included below in the Tasks section of this chapter.

Fiscal Year 23/24 Activities – WE 106.0

Staff will utilize MCTC’s procurement policies and procedures to solicit proposals from qualified consultants and select a firm from request respondents. Staff will organize a kickoff meeting with Caltrans and the selected consultant to establish project administrative protocols and overall grant management. *This task will continue throughout the duration of the project into FY26/27.*

Staff will work with the consultant to develop a comprehensive Public Outreach Plan for the project. The Public Outreach Plan will establish goals for engagement throughout the Madera County region, consider the needs of underserved communities and sensitive populations, develop strategies to ensure equitable access for all to participate in the project development process, develop communication and feedback tools using an array of mediums, identify important stakeholders for engagement, and establish a schedule for engagement activities around important project milestones. *This task is expected to carry over into FY24/25.*

Fiscal Year 24/25 Activities - WE 106.1

Staff will work with the consultant to implement the Public Outreach Plan. *This activity is expected to carry over into FY25/26.*

Staff will work with the consultant to form a project oversight committee. This committee will assist in providing feedback and direction on the project activities proposed to achieve the goals of the region's SCS. The committee will be formed with geographic and social equity in mind to ensure that people from all areas and socio-economic conditions may participate. The group will receive information from MCTC and local agency staff or other relevant stakeholders to better inform their decision-making process. The committee will provide insights on potential SCS scenarios and consider information and feedback received during public outreach activities. A schedule for the frequency of this committee's meeting schedule will be made with selected member's inputs. *These activities are expected to carry over into FY 25/26.*

Staff will work with the consultant to establish SCS performance measures. A framework will be developed considering RTP/SCS goals related to system level, land-use, smart mobility framework, health equity and environmental justice and Title VI areas. Additional measures may be identified as necessary.

Staff will work with the consultant to identify GHG and VMT reduction strategies appropriate and achievable in the Madera County Region. Strategies will consider all travel modes and purposes and be applicable to various proposed scenarios for the SCS and able to advance the SCS GHG reduction goals in all communities. The task will consider CalEnviroScreen identified disadvantaged communities, especially environmentally burdened, racial minority, and low-income communities.

Staff will work with the consultant to establish an SCS Technical Methodology able to comply with CARB guidelines. Available data, SCS output measurables, and the

methodology on their anticipated use and production will be documented and submitted for approval by CARB staff. *The SCS Technical Methodology development began in FY 24/25 and be completed in FY 25/26.*

Staff will work with the consultant to prepare and perform land-use modeling for distribution of regional growth forecast. MCTC does not own a land-use model and will rely on the consultant to utilize adequate land-use modeling software for this task. The modeling will correlate to proposed scenarios developed for consideration for the SCS. The land-use modeling outputs will be transferable to data inputs to be utilized in travel demand modeling activities of the SCS scenarios.

Staff will work with the consultant to prepare the travel demand model inputs for SCS scenario travel modeling activity. A review and edit of MCTC regional travel demand model's traffic analysis zones, the significant roadway network, socio-economic forecasts, land use model inputs, vehicle operation costs, interregional trip tables or other input parameters will take place, as necessary. This activity is expected to carry over into FY 25/26.

Fiscal Year 25/26 Activities - WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC's regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario's ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in

the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

Previous Work

- 2022 RTP/SCS
- Outreach Report Chapter of 2022 RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the 2022 RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the 2022 RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- Amendments to the 2018 and 2022 RTP/SCS as necessary

Product (Deliverable Year)

Fiscal Year 24/25

- 2026 SCS Public Outreach Plan (FY24-25)

Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)

- SCS Submittal Package (FY26-27)

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
106.1.01	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	2%	July 2025 to June 2026 <i>(Project total May 2024 to December 2026)</i>
106.1.02	Project Management		X	Select individuals to serve on SCS Oversight Committee, meet regularly with committee to report overall SCS development progress and receive feedback	4%	July 2025 to June 2026 <i>(Project total September 2024 to May 2026)</i>
106.1.03	Conduct Outreach Activities	X	X	Conduct a variety of in-person and online outreach in accordance with MCTC Public Participation Plan, CTC RTP Guidelines and SB 375 engagement mandates	25%	July 2025 to May 2026 <i>(Project total September 2024 to May 2026)</i>
106.1.04	Prepare Public Participation Report		X	Document all communication, outreach and engagement activities in detail	5%	April 2026 to May 2026
106.1.05	Develop Performance Measure Analysis		X	Report on performance of SCS scenarios against performance measures	5%	June 2025 to January 2026
106.1.06	Analyze GHG and VMT reduction strategies		X	Develop Report on effectiveness by strategy if implemented	17%	July 2025 to January 2026 <i>(Project total January 2025 to January 2026)</i>
106.1.07	Establish SCS Technical Methodology		X	Document the technical methodology upon	10%	July 2025 to December

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				which the SCS results are calculated		2025 <i>(Project total September 2024 – December 2025)</i>
106.1.08	Perform SCS Scenario Model Runs		X	Prepare SCS scenario modeling runs for multiple scenarios	17%	July 2025 to January 2026
106.1.09	Provide Modeling Support for Linked SCS Planning Activities	X	X	Support and prepare modeling runs for multiple scenarios for the RTP and 2027 Conformity Analysis	5%	July 2025 to January 2026
106.1.10	Finalize SCS Report	X	X	Document all aspects of the SCS development into a comprehensive report, present SCS with MCTC staff to MCTC Board or other stakeholders	10%	January 2026 to June 2026 <i>(Project total January 2026 to August 2026)</i>
				Total	100%	

FTE: .00

106.1 F-Sustainable Communities Strategy Development FY 24-25

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 24-25			
Subtotal	0	Subtotal	0

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits:	0
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 24-25			
Subtotal	0		
Total:	0	Total:	0

*Work Element included to show continuity of the project from FY 2024-25 to FY 2026-27.

Work Element 106.2 F–Sustainable Communities Strategy Development Update Fiscal Year 25–26

Objective

The Madera County Sustainable Communities Strategies Development Update project will comprehensively approach establishing a robust planning document with the goal of fulfilling the requirements of the SB 375 for Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) and adhere to the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans’ mission and overarching objectives for SB-1 Formula Grant resources: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.

Discussion

Fiscal Year 25/26 Activities – WE 106.2

Staff will direct the consultant to perform SCS scenario model runs for multiple scenarios and for multiple forecast years. Consultant will utilize MCTC’s regional travel demand model for these modeling activities. The work done to prepare the model and run the model for SCS activities has overlaps with activities connecting the SCS to the RTP and Federal Air Quality Conformity Determination for the 2026 RTP/SCS and 2027 FTIP. As needed to prevent redundancy or inconsistencies, the consultant will assist in ensuring all necessary modeling activities are conducted in accordance with relevant requirements especially as they pertain to the overall selected preferred plan scenario.

Staff will direct the consultant to analyze performance measures of the SCS scenarios and effectiveness of GHG and VMT reduction strategies. These analysis reports will provide important information on the SCS scenario’s ability to achieve the goals of the RTP/SCS and provide insights on the preferred SCS scenario for the region. A detailed report of Performance Measures and GHG and VMT reduction strategies will be developed for the SCS.

Staff will direct the consultant to prepare a Public Outreach Report chronicling those engaged, activities conducted, feedback received, and how feedback is reflected in

the SCS.

Staff will direct the consultant to prepare all project elements into a draft SCS report to be incorporated as part of the 2026 RTP/SCS. The consultant will assist in providing responses to comments received during the mandated 55-day public review period and prepare a finalized version of the SCS for adoption by the MCTC Policy Board. *These activities are expected to carry over into FY 26/27.*

Staff will work with the consultant to prepare an SCS submittal package to CARB. The package will contain all available information as requested by CARB staff for their review of the SCS. *This activity is expected to carry over into FY 26/27.*

Previous Work

Product (Deliverable Year)

Fiscal Year 25/26

- 2026 SCS Public Outreach Report (FY25-26)
- SCS Technical Methodology (FY25-26)
- 2026 SCS Performance Measures Analysis (FY25-26)
- 2026 SCS GHG and VMT Reduction Analysis (FY25-26)
- 2026 SCS Forecasting and Travel Model Scenario Activities (FY25-26)

Fiscal Year 26/27

- SCS for 2026 RTP/SCS (FY26-27)
- SCS Submittal Package (FY26-27)

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
106.2.01	Project Management	X		Bi-weekly meetings with plan development team, establish project oversight and stakeholder list, quarterly reports to Caltrans, monthly or quarterly invoices to Caltrans	2%	July 2025 to June 2026 <i>(Project total May 2024 to December 2026)</i>
106.2.02	Finalize SCS Report	X	X	Document all aspects of	15%	January 2026 to

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				the SCS development into a comprehensive report, present SCS with MCTC staff to MCTC Board or other stakeholders		June 2026 (Project total January 2026 to August 2026)
106.2.03	Finalize SCS Submittal to ARB	X	X	Compile necessary SCS outputs, documentation and reports to submit to ARB	83%	May 2026 to June 2026 (Project total May 2026 to December 2026)
				Total	100%	

FTE: .01

106.2 F-Sustainable Communities Strategy Development FY 25-26

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,441	Consultant	30,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 25-26	26,559		
Subtotal	30,000	Subtotal	30,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	115	Direct Wages/Benefits:	1,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 25-26	885		
Subtotal	1,000		
Total:	31,000	Total:	31,000

Work Element 107 Valley Transport Resiliency Advancement For Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study

Objective

To assess the climate change vulnerabilities of the SJV corridor and resiliency connectors, and to leverage and advance critical transportation infrastructure projects that implement adaptive climate measures. The study will focus on three main components: 1) Vulnerability/Risk/Resiliency Assessment; 2) Adaptation actions/Co-Benefit Analysis; and 3) Expedite Implementation. Partners and collaborators will include local disadvantaged communities, freight corridor stakeholders, and agencies including Caltrans Districts 6, 9 & 10, and the 8-San Joaquin Valley MPOs to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation actions that reduce the impacts of increasing extreme weather events, enhancing freight transportation resilience, and realizing the co-benefits for all communities in this economically disadvantaged corridor.

Discussion

On behalf of the 8 Valley MPOs, Tulare County Association of Governments was awarded a Climate Adaption Planning Grant to assess the climate change vulnerabilities of the San Joaquin Valley corridor and resiliency connectors, and to leverage and advance critical projects that implement adaptive climate measures. The study will focus on three main components: 1) Vulnerability/Resiliency Assessment; 2) Adaptation Mitigation/Co-Benefit Analysis; and 3) Expedite Implementation. Partners and collaborators will include local disadvantaged communities, stakeholders, and agencies including Caltrans Districts 6 & 10, and the 8-San Joaquin Valley MPOs to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather events while enhancing freight transportation resilience and realizing the co-benefits for all communities in this economically disadvantaged corridor.

The corridor connects Northern and Southern California population goods movement centers and passes through three of the largest agricultural producing counties in the nation. Half of all truck traffic in the San Joaquin Valley is passing through while the other half is originating in or destined for Valley facilities.

In 2019, at the southern gateways to the Valley, The I-5 Tejon Pass and SR 58 Tehachapi Pass saw a combined 24,500 trucks per day (TPD)—one of the highest volume truck bottlenecks in the state. By comparison, the I-110/710 to the Ports of LA/LB saw a combined 20,000 TPD. The Tehachapi Pass also includes the shared BNSF/UP singletrack bottleneck that handles an estimated 35-50 trains per day, compared to the I-110/710 Alameda Corridor that handles 38 trains per day.

The objective of this project is to assess the climate change vulnerabilities of the 8-county San Joaquin Valley corridor and their resiliency connectors, and to leverage and advance critical projects that implement adaptive climate mitigation measures while maximizing co-benefits regionwide. The project will focus on three main components:

1. **Vulnerability/Resiliency Assessment:** This component will assess the current and future vulnerability of the corridor and connecting resiliency routes to the impacts of climate change and identify critical infrastructure. The assessment will include detailed data gathering and analysis task on existing and future freight movement in the region, including purchase and validation of cellphone derived data and observed vehicle classification counts and train counts.
2. **Adaptation Mitigation/Co-Benefit Analysis:** This component will develop a comprehensive climate adaptation Analysis for the Corridor, incorporating the results of the vulnerability assessment. The analysis will identify and rank short- and long-term adaptation mitigation measures, such as the construction of mudslide barriers, retaining walls, drainage structures, wildlife crossing infrastructure improvements, vegetation management/restoration to reduce the impacts of climate change on the corridor while prioritizing co-benefits for safety, community, economy, and habitat.
3. **Expedite Implementation:** Leverage planned projects in the corridor including the intermodal rail and the High-Speed Rail projects to focus on early implementation of the identified adaptation measures, including 30% design/cost estimates drainage culverts, wildlife crossing infrastructure, retaining walls, vegetation management and restoration, resiliency connectors and other safety, community, economic and habitat co-benefits.

Partners and collaborators will include the public, local DAC members, stakeholders, and agencies including the 8-San Joaquin Valley Metropolitan Planning Organizations (MPOs) Caltrans Districts 6 and 10, to ensure that the adaptation measures are effective. The study will also reach out to neighboring regions such as SCAG, SACOG, MCTC, AMBAG, SLOCOG, and SBCAG that may be affected by resiliency routes such as US 101, SR 152 and many others. The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather events while enhancing transportation resilience and realizing the co-benefits for the nationally significant corridor.

The study will be coordinated closely with the recently awarded 23/24 Caltrans Climate Adaption Planning grant titled “Kern Area Regional Goods Movement Operations (KARGO) Climate-Change Adaptation Mitigation Study (C-CAMS)” to ensure elimination of redundant overlapping tasks. The KARGO planning studies are available www.kerncog.org/goods-movement/. Note that all the outreach will be coordinated with the 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) outreach efforts in all 8 MPOs, and input received will be used to inform both the RTP/SCS and this Study.

Note: This project excludes environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide.

Project Stakeholders

Tulare County Association of Governments (TCAG) is the project lead applicant. Other key agencies include the 7 other San Joaquin Valley MPOs, and Caltrans Districts 6 & 10. A consultant will be retained to prepare the study and perform outreach.

Previous Work

- Consultant Procurement

Vulnerability/Resilience Assessment Product (Deliverable Year)

Fiscal Year 24/25

- Project administration and consultant procurement documents along with preliminary data collection

Fiscal Year 25/26

- Truck counts from 800 locations

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- Vulnerability/Resilience Assessment
- Community Workshops
- Advisory Committee Meetings

Fiscal Year 26/27

- Adaptation Mitigation/Co-Benefit Analysis
- Advisory Committee Meetings
- Draft Study
- Final Study

Tasks

TASK	MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION	
107.1	Project Administration	(TCAG)		Management	2%	September 24 to January 27
107.2	Consultant Procurement	(TCAG)		Retained Consultant	5%	Completed
107.3	Vulnerability/Resilience Assessment	X	X	Assessment	27%	Completed
107.4	Adaptation Mitigation/Co-Benefit Analysis	X	X	Analysis	27%	July 25 to November 26
107.5	Expedite Implementation	X	X	Implementation	23%	July 25 to November 26
107.6	Detailed Community Engagement (DCE)	X	X	Community Engagement Activity	10%	February 25 to December 26
107.7	Advisory Committee Meetings	X	X	Meeting Notes	3%	January 25 to January 27
107.8	Draft Final and Final Study		X	Draft Study	2%	October 26 to January 27
107.9	Board Review/Acceptance	X		Approved Final Study	1%	October 26 to Jan 27
				Total	100%	

FTE: .02

107 Valley Transport Resiliency Advancement For Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	4,745	Direct Wages/Benefits:	4,745
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	4,745		
Total:	4,745	Total:	4,745

For informational purposes, the amount of the grant award is \$3,000,000 with \$388,863 provided as local match in the form of staff time from the 8 Valley agencies. MCTC’s total contribution over the course of the project will be \$14,234.

Work Element 108 C–Regional Climate Adaptation and Resilience Framework for Madera County

Objective

The Regional Climate Adaptation and Resilience Framework for Madera County will identify and prioritize transportation infrastructure improvements to address climate risks, using best practices and robust public engagement to guide near- and long-term planning and coordination across the county.

Discussion

MCTC was awarded a Caltrans Sustainable Transportation Planning Grant to conduct a Regional Climate Adaptation and Resilience Framework for Madera County over a three-year period. The Framework will be a comprehensive plan that takes a regional approach to identifying and addressing the climate vulnerabilities of the county's transportation system and its communities due to wildfires, flooding, drought, and extreme heat, using the best available climate science. This Framework will guide Madera County's long-term resilience to climate events, promoting safe, sustainable, and accessible transportation infrastructure. Building upon prior assessments and local planning documents, the Framework will align with the key objectives of the Caltrans Strategic Plan—improving safety and public health, reducing transportation disparities in underserved communities, and building a more climate-resilient transportation system. Conceptual designs, cost estimates, and grant-ready packages will be developed to secure future funding for implementing adaptation strategies and for integration into the Regional Transportation Plan/Sustainable Communities Strategy. This regional approach emphasizes cross-sector collaboration while maintaining a focus on localized needs. It will establish a process for intentional engagement with diverse stakeholders—including vulnerable communities, environmental organizations and tribal governments, assuring that identified adaptation strategies are equitable and sustainable for all within Madera County.

The ultimate deliverable will be a plan of recommended infrastructure projects and on-going outreach efforts that will serve small local communities as well as the larger Madera County region. These projects will be based on adaptation strategies prioritized based on their system resiliency benefits and community needs. Other

deliverables include supporting data, maps, graphics, and public and extensive stakeholder outreach to build community connections and resource knowledge.

Project Stakeholders

This Plan will be a coordinated planning effort between various agencies and stakeholders critical to identifying needs and ultimate implementation. The MCTC Policy Board will accept or adopt this plan. Other essential parties include Caltrans District 6 Planning, Operations and Maintenance, emergency service providers such as first responders, and local advocacy groups to ensure the specific needs of all population demographics are considered.

Overall Project Objectives

The Madera County Regional Climate Adaptation and Resilience Framework will assess climate risks to transportation systems, prioritize infrastructure improvements, and develop short- and long-term resiliency plans. It will use best practices, engage vulnerable communities, and coordinate efforts across the county to create a unified climate adaptation strategy.

The project's objectives are as follows:

- Build resiliency in our transportation system from the impacts of climate events
- Facilitate reliable and sustained access to and from high-risk and disadvantaged communities in the Madera County region during and after catastrophic events
- Protect transportation investments by identifying vulnerable roadways and support infrastructure and strategies to mitigate or respond to failure
- Improve the safety of our communities, visitors, workers, and emergency responders during and after extreme events
- Identify adaptation concepts that are appropriate for the Madera County region and that improves environmental quality, economic viability, and social equity
- Provide equitable and efficient mobility to under-resourced and disadvantaged communities
- Engage residents, including vulnerable populations, in the planning process and in creating a vision for a more climate-resilient Madera County transportation network
- Recommend infrastructure improvements and develop conceptual project plans to establish grant-ready projects for future funding

- Identify the next steps, including identification of funding sources and partnerships to pursue project implementation

Previous Work

1. Existing Conditions Report
2. Climate Event Interview Memorandum
3. Outreach Strategy Memorandum
4. Advisory Committee list and agenda items

Current Work Products FY 2026–2027

1. Hazard Risk and Vulnerability Assessment Memorandum
2. Emergency Access Needs Assessment Memorandum
3. Investment and Adaptation Memorandum
4. Memorandum of Concept Design and Cost Estimates for Fifteen Projects
5. GIS data and maps

Future Work Products

1. Draft Framework
2. Final Framework

Tasks

TASK		MCTC STAFF	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
108.1	Project Administration	X	X	Kickoff Meeting, progress reports, quarterly invoices	5%	Nov 2025 to June 2028
108.2	Consultant Procurement	X		Issue RFP, score proposals, select consultant, project work plan	2%	Completed
108.3	Existing Conditions		X	Existing Conditions Report, Climate Event Interview Memo	25%	In progress to Sept 2026
108.4	Analysis		X	Hazard Risk and Vulnerability Assessment Memo, Emergency Access Needs Assessment	40%	July 2026 to June 2027

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				Memo, Investment and Adaptation Memo, Concept Design and Cost Estimates for 15 projects, GIS data and maps		
108.5	Public Outreach	X	X	Outreach Strategy Memo, workshop materials and agendas, project website, informational and promotional materials	15%	March 2026 to Feb 2028
108.6	Advisory Committee Meetings	X	X	Advisory Committee member list, agendas, handouts, minutes	3%	Bi-monthly throughout the project period March 2026 to March 2028
108.7	Draft and Final Plan		X	Administrative Draft, Draft, Comment Log, Final Plan	8%	October 2027 to April 2028
108.8	MCTC Board Review and Adoption/Acceptance	X	X	Presentation materials, Acceptance/Adoption documentation	2%	March 2028 to April 2028
				Total	100%	

FTE: .02

108 C-Regional Climate Adaptation and Resilience Framework for Madera County

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	34,410	Consultant	300,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Transportation Planning Grant 25-26 (Competitive)	265,590		
Subtotal	300,000	Subtotal	300,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	918	Direct Wages/Benefits:	8,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB-1 Sustainable Transportation Planning Grant 25-26 (Competitive)	7,082		
Subtotal	8,000		
Total:	308,000	Total:	308,000

For informational purposes, MCTC was awarded \$535,000 with a \$69,315 Local Cash Match. The estimated total project cost is \$604,315. The Work Element will continue to be included through the completion of the project through FY 2027-2028.

Work Element 109 F–Travel Demand Model Update

Objective

MCTC will initiate an update of the regional Travel Demand Model in support of the development of the Regional Transportation Plan (RTP), Senate Bill 375 Sustainable Communities Strategy (SCS) analysis, and Federal air quality conformity. The model update enhances its travel demand forecasting by integrating post-pandemic data, developing a mode choice module including a transit component, and refining the assessment of performance indicators such as Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions reduction.

This project directly advances the objectives of California’s SB 1 Sustainable Transportation Planning Grant by strengthening the region’s analytical foundation for integrated, sustainable transportation and land use planning. By updating the regional travel demand model with post-pandemic observed data, enhanced mode choice capabilities, and improved estimation of VMT and GHG emissions, the project supports more accurate evaluation of multimodal investments and growth scenarios required under SB 375 and the RTP. The updated, capacity-sensitive model will improve the MPO’s ability to assess transit, active transportation, and demand management strategies; support state and federal air quality conformity; and provide transparent, defensible analysis for long-range planning and funding decisions. These enhancements directly align with SB 1’s emphasis on data-driven planning, climate action, and coordinated transportation and land use outcomes that reduce emissions, support accessibility, and improve system performance.

Discussion

The model update will result in a tool that remains in a network-based, capacity-sensitive model suitable for long-range planning and transportation conformity under 40 CFR 93. This requires establishing a new base year using the most recent observed data, calibrating and validating the model to traffic counts, speeds, and transit ridership, and demonstrating reasonable sensitivity to changes in travel time, cost, and network performance. Inputs such as population, employment, land use, and

transit service must reflect the latest planning assumptions, be internally consistent, and be accurately documented to support transparency and interagency review.

The updated model must continue to account for the relationship between land use, household vehicle ownership, and VMT, represent mode choice across major modes, incorporate transit service characteristics, and reflect travel effects of major highway or passenger rail changes. These requirements reinforce the need for enhanced observed inputs—such as updated land use patterns, roadway capacities, and transit attributes—and may necessitate new processing steps or refinements to ensure non-motorized travel, transit improvements, and multimodal strategies are reasonably captured, even if supplemental or off-model methods are required.

Fiscal Year 26/27 Activities – WE 109.0

Task 1 – Project Administration

MCTC host a project kickoff meeting, prepare and submit quarterly project progress reports, and submit all required project invoices.

Deliverables: Quarterly project progress reports and project invoices.

Task 2 – Consultant Procurement

MCTC staff will issue a request for proposals to qualified firms to develop the model update consistent with MCTC procurement policies.

Deliverables: Contract agreement.

Task 3 – Model Review

The selected consultant shall conduct a thorough review of the existing travel demand model including but not limited to the following:

- Documentation
- File structure
- Inputs
- Processors

Deliverables: Memo documenting findings of the model review and recommendations for updating the model.

Task 4 – Model Update Implementation

Working closely with MCTC staff, the consultant will collect and apply necessary data to update, calibrate, and validate the regional travel demand model and its supporting datasets consistent with the recommendations developed under Task 3. This work includes refining zonal and GIS-based inputs, as well as incorporating updated travel survey results, socioeconomic and employment data, traffic counts, and roadway, transit, ATP, and rail network attributes as applicable. All assumptions, methods, and results associated with these updates will be clearly documented. The model will be calibrated and validated against observed traffic volumes using standard performance metrics to ensure accuracy and reliability.

Deliverables: Updated travel demand model with memo consolidating all Task 4 activities into a clear, comprehensive resource explaining the model updates, validation outcomes, and guidance for conducting future updates.

Fiscal Year 27/28 Activities - WE 109.1 (will use FY 27-28 STPG formula funds)

Task 5 – Model Documentation

The consultant will prepare the travel demand model documentation following completion of the model update, calibration, and validation activities in Task 4. This task will consolidate all technical work into a single, updated reference that clearly describes the final model structure, input datasets, assumptions, methodologies, calibration adjustments, validation results, and model performance. The documentation will identify what elements were modified as part of the update, explain why changes were made, and note any limitations or considerations for future applications. Revisions will incorporate feedback from MPO staff to ensure clarity, accuracy, and usability for both technical and non-technical audiences. The final documentation will be formatted for long-term use, supporting staff training, public transparency, regulatory review, and future model maintenance or enhancement efforts.

Deliverables: Updated travel demand model documentation report.

Task 6 – Model Training

The consultant will conduct a comprehensive training program for MPO staff following completion and finalization of the updated travel demand model. The training will focus on ensuring staff understand how the update project impacts model structure,

key assumptions, data inputs, calibration and validation results, and appropriate applications for planning and analysis activities. Sessions will cover model operation, scenario setup, interpretation of outputs, and common troubleshooting considerations, with emphasis on applications in support of the development and analysis use for RTP/SCS development, air quality conformity analysis, applicable project evaluation, and policy analysis.

Deliverables: Staff training through interactive web-based meetings with hands-on exercises to allow staff to test workflows and concepts. Supporting materials, such as step-by-step guides and reference documentation, will be provided to support ongoing staff use and long-term institutional knowledge.

Task 7 – Communication and Outreach

The consultant will support clear and effective communication of the travel demand model update to the MCTC Policy Board and key partner agencies staff. This task will focus on translating technical model changes, calibration outcomes, and practical implications into accessible, policy-relevant messaging. Materials may include concise presentation decks, summary memoranda, and visual aids that explain what was updated, why the changes matter, how the model will be used in future planning and analysis, and any limitations or considerations for interpretation. The consultant will participate in meetings with MCTC leadership and partner agencies, respond to questions, and incorporate feedback to ensure shared understanding and confidence in the updated model as the region's primary planning tool.

Deliverables: MCTC Board-ready presentation, summary briefing memo, visual exhibits, and meeting support materials explaining the model update and its planning implications.

Previous Work

- New Work Element

Product (Deliverable Year)

- Quarterly reports and invoices (FY2026/27 through FY2027/28)
- Consultant contract agreement (FY2026/27)

- Travel demand model review and update recommendations memo (FY2026/27)
- Updated travel demand model with memo of actions taken (FY2027/28)
- Updated travel demand model documentation report (FY2027/28)
- Staff training materials (FY2027/28)
- Presentation, briefing memo, visual exhibits, and meeting support materials (FY2027/28)

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE /FREQUENCY COMPLETION
109.1	Project Administration	X		Quarterly reports and invoices	1%	December 2026 to January 2028
109.2	Consultant Procurement	X		Consultant contract agreement	2%	December 2026 to January 2027
109.3	Model Review		X	Travel demand model review and update recommendations memo	15%	February 2027 to April 2027
109.4	Model Update Implementation		X	Updated travel demand model with memo of Task 4 activities	65%	May 2027 to October 2027
109.5	Model Documentation		X	Travel demand model documentation report	7%	September 2027 to November 2027
109.6	Model Training	X	X	Staff training and training materials	5%	November 2027 to December 2027
109.7	Communication and Outreach	X	X	Presentation, summary briefing memo, visual exhibits, and	5%	October 2027 to January 2028

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				meeting support materials		
				Total	100%	

FTE: .06

109 F-Travel Demand Model Update FY 26-27

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,072	Consultant	175,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Transportation Planning Grant (Formula) 26-27	154,928		
Subtotal	175,000	Subtotal	175,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,044	Direct Wages/Benefits:	17,816
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Transportation Planning Grant (Formula) 26-27	15,772		
Subtotal	17,816		
Total:	192,816	Total:	192,816

Public Transportation Planning

201 Transit

202 Rail

Work Element 201 Transit

Objective

The goal is to maintain an ongoing public transportation planning process in accordance with the requirements of key Assembly and Senate Bills that shape transit planning: the Alquist-Ingalls Act (AB 402, 1977), which focuses on the development and maintenance of public transit infrastructure; the Social Service Improvement Act (AB 120, 1979), which ensures transportation services meet the needs of low-income and underserved populations; the Mello Act (SB 157, 1985), which emphasizes the need to provide safe, accessible, and efficient transportation for persons with disabilities; the Social Service Transportation Act (SB 498, 1987), which aims to improve coordination of transportation services for older adults and persons with disabilities; and the Specialized Transportation Services: Unmet Transit Needs Act (SB 826, 1988 and SB 807, 1989), which requires the identification and addressing of unmet transit needs in rural and low-density areas.

MCTC's planning process also integrates the objectives of the Climate Action Plan for Transportation Infrastructure (CAPTI), including enhancing transportation system resiliency, advancing transportation equity by ensuring inclusive access to transit, improving transit, rail, and shared mobility options, and expanding access to safe and convenient active transportation alternatives such as biking and walking. These objectives will ensure that public transportation planning not only meets legislative requirements but also supports sustainable, equitable, and resilient transit systems.

Discussion

Planning to meet the transportation needs of residents of Madera County is a continuing program of MCTC. MCTC helps agencies within the Madera County region to align their transit projects with regional goals, ensure compliance with federal and state regulations, and to prioritize investments based on community needs. MCTC facilitates collaboration among different stakeholders, including the County of Madera, City of Madera, City of Chowchilla, the State of California, and Tribal Governments to align with 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 region. MCTC staff will continue to collaborate with Caltrans on future transit-related projects, including the Caltrans District 6 Transit Plan.

MCTC staff meets on a quarterly basis to coordinate with all transit agencies in the Madera County region, including the City of Madera, County of Madera, the City of Chowchilla, and Yosemite Area Regional Transportation System (YARTS), on local and regional transit issues.

MCTC staff also works closely with the City of Madera Transit Advisory Board (TAB) and monitors transit issues in the City of Madera. The TAB is composed of appointed members of the public from each city council district.

MCTC staff develops and maintains key transit planning documents to ensure effective coordination and to enhance the resiliency of the region's transportation system. As part of this process, MCTC updated and adopted the Coordinated Public Transit-Human Services Transportation Plan on October 19, 2022. To guide this effort, MCTC formed the Coordinated Plan Oversight Committee, which included the Social Services Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members. This committee worked to review and update strategies, incorporating diverse input to advance transportation equity.

In addition, MCTC staff oversees the Short-Range Transit Plan (SRTP), a five-year document completed in 2021-22 and valid through 2026-27. The SRTP addresses state, federal, and local requirements, providing a roadmap for improving public transit services in Madera County. It evaluates current operations, reviews progress, and outlines future strategies to enhance access to rail, transit, shared mobility, and active transportation options. The SRTP also includes realistic operating and capital projections based on the performance of existing systems over the next five years.

MCTC staff participated in the development of the City of Madera's Transit Plan Study. The City of Madera transit plan services assessment goal is to evaluate the City's transit system and devise operational and policy changes to formulate a Madera Transit Plan that will improve the system. The goals of this study include improving connectivity with other modes of transportation and systems to advance multi-modal transportation within the region, improve the efficiencies of the system's operations, and lay out a plan for future policy or operational changes. MCTC staff will continue to participate in the development of this plan and future plans as requested.

To help raise awareness, improve public engagement, and communicate available local transit resources to the community, MCTC staff regularly post information related to public transportation on MCTC's website and social media pages.

Through listening sessions, public meetings/workshops, data collection, or other means, MCTC staff regularly assesses transit needs related to non-social services travel and farmworker transportation and makes recommendations for enhanced service efficiency, equity, and sustainability.

MCTC staff also encourage 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.

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 older adults, persons with disabilities, and persons with low-income, to access medical and other essential services.

These tasks together will support regional planning goals by enhancing transportation system coordination, efficiency, and intermodal connectivity to keep people and goods moving.

Previous Work

1. Transit Plans.
2. 2022 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Coordinated Public Transit-Human Services Transportation Plan 2022/23 – 2026/27.
7. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
8. Public Transportation Safety Plan Targets (PTASP) coordination.
9. Updated Transit MOUs – March 2020.
10. Applied to Caltrans' Sustainable Transportation Planning Grant for SRTP and Coordinated Public Transit Human Services Transportation Plan update.

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Documentation of tribal government-to-government relations.
3. Update transit operator agreements.
4. Agendas for regular meetings.
5. Memorandums and research reports.
6. Short Range Transit Plan – 2027/28– 2031/32.
7. Coordinated Public Transit-Human Services Transportation Plan 2027/28 - 2031/32.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
201.1	Transit Service Inventory	X		GIS layers, GIS maps, written documentation, spreadsheets	15%	July 2026 to June 2027 (Ongoing)
201.2	Monitor information for RTP Update	X		GIS layers, GIS Maps, written documentation, spreadsheets	20%	July 2025 to June 2026 (Ongoing)
201.3	Review and update transit operator agreements	X		Revised and updated transit operator agreements	5%	July 2026 to June 2027 (As Needed)
201.4	Consult, coordinate, and collaborate with tribal governments and farmworker transportation groups	X		Workshops, listening sessions, attendance at meetings, participation in community events, verbal and written communication	5%	July 2026 to June 2027 (Quarterly)
201.5	Consult, coordinate, and collaborate with Environmental Justice communities and Disadvantaged Communities	X		Workshops, attendance at meetings, participation in community events, verbal and written communication	5%	July 2026 to June 2027 (Quarterly)
201.6	Participate on City of Madera’s Transit Advisory Board. Review and provide guidance on the agency’s planning documents, agreements, and activities	X		Attendance at quarterly meetings verbal and written communication, agendas	5%	July 2026 to June 2027 (Quarterly)

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201.7	Coordinate with transit agencies to update safety performance targets in their Public Transportation Agency Safety Plans	X		Attendance at meetings, verbal and written communication, updated performance targets	5%	July 2026 to June 2027 (As Needed)
201.8	Coordinate and consult with local transit agencies and operators, (including rail and vanpool) regarding transit policy, funding, and new technologies	X		Attendance at meetings, verbal and written communication, agendas, reports, and memos	5%	July 2026 to June 2027 (Monthly)
201.9	Update Short Range Transit Development Plan	X		Short Range Transit Development Plan	25%	June 2027
201.10	Update Coordinated Public Transit Human Services Transportation Plan	X		Coordinated Public Transit Human Services Transportation Plan	10%	June 2027
				Total	100%	

FTE: .25

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	11,244	Direct Wages/Benefits plus Indirect:	98,032
MCTA			
FHWA-PL			
FTA-Section 5303 FY 25-26	17,577		
FTA-Section 5303 FY 26-27	69,211		
STIP – PPM			
Other			
Subtotal	98,032		
Total:	98,032	Total:	98,032

Work Element 202 Rail

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process for rail modes consistent with the principles of livable communities. To incorporate CAPTI objectives, such as improving transit, rail, and shared mobility options and encouraging efficient land use.

Discussion

MCTC monitors local, State and Federal requirements impacting local plans for the rail transportation modes. The 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 with all modes 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.

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 funded 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 (Gold Runner) 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 (Gold Runner) 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 (Gold Runner) 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 (Gold Runner) and High-Speed Rail in Madera. The long-term vision is to encourage efficient land use in the immediate vicinity of the new station and Madera Community College.

The 2022 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service. Beginning in 2029. A new single Merced Multimodal Station will connect high-speed rail to the regional Altamont Corridor Express (ACE) and the intercity Amtrak Gold Runner service, which will be truncated in Merced. Staff will continue to work with its partners in this planning effort throughout the 2023–2024 fiscal year.

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.

On April 26, 2018, California State Transportation Agency announced that the SJJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand Gold Runner and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation.

In 2020, the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction, relocation and opening of the station was expected to occur within the next four years.

In 2021, contractors were chosen by the San Joaquin Joint Powers Authority for engineering services and buildout for the Madera Station Relocation Project. Engineering is estimated to be completed in 2024, and the complete buildout of the new station is estimated to be completed in 2026. SJJPA anticipates additional funding needs to complete the HST platform and intends to pursue State and Federal programs. The HST is expected to begin service in the San Joaquin Valley by 2030.

On April 4, 2022, Caltrans, Division of Transportation Planning announced Madera County was awarded a Sustainable Transportation Planning Grant. Madera County was awarded \$450,000 for the Madera Station Relocation Transit Area Specific Plan Project.

Madera County lead the project in partnership with the City of Madera, Madera County Transportation Commission, San Joaquin Joint Powers Authority (SJJPA), California High Speed Rail Authority (CHSRA), and Caltrans. This effort guided the design and land-use in the vicinity of the station area as well as enable Madera County to promote economic development, encourage station area development, and enhance multi-modal access connections between the station, the City of Madera, Madera Community College, and other surrounding communities throughout Madera County and northern Fresno County.

On March 24, 2023, the San Joaquin Joint Powers Authority approved an agreement for project development services and an agreement for preliminary engineering services for \$433,800 and \$514,800 respectively. The SJJPA also intends to seek \$1.2 million in State Rail Assistance Funding for the project.

On December 15, 2025, Caltrans released the Final 2026 Interregional Transportation Improvement Program (ITIP). In the 2026 ITIP, \$80 million was identified for the Madera High Speed Rail Station, that was previously programmed from the 2024 ITIP Rail Reserve. CTC is expected to take final action on the 2026 ITIP and the 2026 State Transportation Improvement Program in March of 2026.

On November 29, 2023, the MCTC board took action to approve the allocation of \$12.86 million from the region’s SB 125 funding allotment. This funding builds upon and supports the 2018 TIRCP grant funding already in place to support the Madera Station project. This action followed action by the SJJPA Board to approve staff to request a minimum of \$8 million from MCTC through the SB 125 funding program on November 17, 2023.

Previous Work

1. Monitored rail development plans for Multimodal facility in Madera and relocation of Amtrak station.
2. Member of the Madera County High Speed Rail Technical Working Group.
3. Incorporated livability/sustainability PEA principles in RTP development.

Product

1. Updated information on rail planning for inclusion in the updates of the RTP.
2. Staff reports on rail issues.
3. Minutes from the San Joaquin Joint Powers Authority and San Joaquin Valley Rail Committee meetings.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
202.1	Review planning issues related to rail	X		Provide feedback and/or comments on plans, studies, or	20%	July 2026 to June 2027

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				policies pertinent to the region's multi-modal systems. Incorporate findings into the RTP/SCS where applicable		
202.2	Provide staff analysis of available funding resources for rail planning projects	X		Analyze and share information for new and existing resources able to support the region's multi-modal systems	10%	July 2026 to June 2027
202.3	Participate in meetings/workshops related to rail	X		Participate in reoccurring meetings and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	20%	July 2026 to June 2027
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	X		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	25%	July 2026 to June 2027
202.5	Participate in the SJV Planning Director's Committee Passenger Rail/Transit/Land Use Working Group	X		Participate in bi-monthly meetings, contribute to the development of the San Joaquin Valley Network Integration and Transit-Oriented Development Action Plan	25%	July 2026 to June 2027
				Total	100%	

FTE: .09

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202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	37,020	Direct Wages/Benefits plus Indirect:	37,020
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	37,020		
Total:	37,020	Total:	37,020

Active Transportation Planning

301 Active Transportation and Complete Streets Planning

Work Element 301 Active Transportation and Complete Streets Planning – CS

Objective

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs consistent with the principles of livable communities. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options.

Discussion

MCTC Staff will maintain a continuing, cooperative, and coordinated transportation planning process with Federal, State, and Local partners for active transportation programs, including complete streets, consistent with the principles of livable communities that increase safe and accessible options for multiple travel modes for people of all ages and abilities.

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 was 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. An amendment that included all the finished ATP projects was adopted in September 2025.

A Complete Streets Policy Guide was also 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.

Under the new Federal transportation bill, 2.5% of Federal planning funds were set aside to help address complete street activities. This work element addresses this requirement and uses these set aside funds to help with eligible complete street activities.

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.

Caltrans District 6 worked with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT).

Each District developed a CAT Plan. District 6 developed communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement was conducted throughout the development of the plan using map-based tools. There was a specific focus on engagement with disadvantaged communities.

Work done during CAT Plan development to engage disadvantaged communities and develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents will continue in the future.

Previous Work

1. Updated information on complete streets, bicycle, and pedestrian facilities for inclusion in the 2022 RTP.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.
8. Updated information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.
9. Continued to meet with local agencies to discuss active transportation projects
10. Notified local agencies about active transportation and related meetings and workshops.
11. Amended/Updated the 2018 ATP and Complete Streets Policy Guide in 2025.

Product

1. Prepare staff reports on non-motorized issues, including complete streets.
2. Continue collaboration with Federal, State and Local agencies regarding complete streets, bicycle, and pedestrian facilities.
3. Work with Local agencies to encourage the inclusion of complete streets, bicycle, and pedestrian facilities in their planning processes.
4. Support and encourage Local agencies to seek funding for complete streets, bicycle, and pedestrian facility projects.
5. Review existing MCTC Active Transportation Plan and Complete Streets Policy and update as necessary.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
301.1	Review Planning issues related to bicycle and pedestrian facilities	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the region's multi-modal systems, including complete streets	25%	July 2026 to June 2027 (As Needed)
301.2	Provide staff analysis of available funding resources for non-motorized planning projects	X		Analyze and share information for new and existing resources able to support the region's multi-modal systems, including complete streets	20%	July 2026 to June 2027 (Ongoing)
301.3	Participate in meetings/workshops related to complete streets, bicycle and pedestrian facilities	X		Participate in meetings and workshops hosted by Federal, State, and Local partners related to multi-modal transportation, including complete streets.	20%	July 2026 to June 2027 (Estimated number of meetings could be twice monthly)
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments	X		Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete	35%	July 2026 to June 2027 (Ongoing)

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				Streets Policies. Update the ATP webpage as needed		
				Total	100%	

FTE: .21

301 Active Transportation Planning – CS

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	79,000
MCTA			
FHWA-PL FY 26-27	50,960		
Complete Streets-PL	21,438		
FTA-Section 5303			
STIP – PPM (Match)	6,602		
Other			
Subtotal	79,000		
Total:	79,000	Total:	79,000

Highways, Corridors, and Routes of Regional Significance

401 Highways, Corridors, and Routes of Regional Significance

Work Element 401 Highways, Corridors, and Routes of Regional Significance

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. To incorporate CAPTI objectives, such as improving goods movement and infrastructure.

Discussion

The San Joaquin Valley Regional Planning Agencies' Directors' Committee commissioned the development of a Valleywide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and 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, State Route 145, State Route 233, 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 projects needed, but there is an additional \$5 Billion plus in projects remaining to be funded. The next objective is to 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 the 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 (SJVGM SIP) built 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 was 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.

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 USDOT National Primary

Freight Network and vital to Valley's economy. This study was completed in 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 in this study. MCTC staff joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. A 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 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.

MCTC also maintains an active street 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 to establish priorities for future project funding. Additionally, opportunities for implementation of Intelligent Transportation Systems to solve 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.

State Route 99 Comprehensive Multimodal Corridor Plan

A multi-District effort (Districts 3, 6, and 10) was completed in October 2025 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP developed a shared vision and implementation plan for the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP revised the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. The contract

execution commenced in 2023. MCTC staff participated with other State and regional stakeholders in initial project meetings and shared-lane workshops. The CMCP was completed in 2025.

Trade Port California

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

The outcome of the study was a California Inland Port Feasibility Analysis Preliminary Business Model report, completed on April 8, 2020. The report documented the viability of an intermodal rail service to/from the Ports of Long Beach and Los Angeles northward through the Central Valley, and terminating in Sacramento, for replacing the current all truck transport system.

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation.

Fresno Council of Governments acting as the project lead on behalf of the San Joaquin Valley submitted an application for the former California Inland Port, now referred to as the Trade Port California project, for the State of California's FY 2022/23 Port and Freight Infrastructure Program. CalSTA will award up to \$1.2 billion through this program with \$600 million available for projects in 2022-23 and \$600 million in 2023-24, consistent with funding availability.

Seventy percent of this funding is to be used to support infrastructure projects supporting goods movement related to the Port of Los Angeles, the Port of Long Beach, or both. The remaining thirty percent is to be directed to other high-priority projects supporting ports and goods movement infrastructure in the rest of the State, including inland ports.

MCTC will continue to support progress towards implementing the Trade Port California project under the leadership of Fresno Council of Governments project management.

Caltrans is working with the California Energy Commission (CEC) to implement the federal NEVI program. In September, FHWA approved the state's 2023 NEVI Deployment Plan. On October 10, 2023, FHWA approved California's Round 7 nominations for additional Alternative Fuel Corridors to support EV charging through NEVI and other programs. The corridors approved in Round 7 add to the corridors approved in Rounds 1-6 and are already part of the NEVI program. Each of these corridors will have a minimum of four fast chargers (150 kW+) at sites every 50 miles and within one mile of the corridor.

In Madera County SR 41, 99, and 152 are included as Alternative Fuel Corridors. MCTC will work with state and local partners to identify potential projects in the Madera County region for consideration in the round 2 NEVI program solicitation.

California Freight Mobility Plan 2023

Caltrans developed the California Freight Mobility Plan 2023 (CFMP) guidance to help MPOs freight planning and development process. MCTC staff will rely on the CFMP to guide short and long-range planning and decision making as applicable for Madera County's multimodal freight system in the RTP.

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 Studies: 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.

4. San Joaquin River Regional Transportation Study.
5. Participation in the 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
10. Participated in the development of the SR 99 Multimodal Corridor Plan.

Product

1. Staff reports on various corridors and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Continue to participate in the development of the San Joaquin Valley Inland Port Feasibility Study

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
401.1	Review local agency circulation elements including goals, policies, and objectives	X		Provide feedback and comments as necessary	45%	July 2026 to June 2027 (Biannually, or as needed)
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies System as needed	X		Provide feedback and comments as necessary	35%	July 2026 to June 2027 (Quarterly, or as needed)
401.3	Participate where applicable with the Trade Port California project development	X		Assist with stakeholder engagement for the project and provide feedback and comments on the continued development of the project	20%	July 2026 to June 2027

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						(Ongoing)
				Total	100%	

FTE: .13

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,964	Direct Wages/Benefits plus Indirect:	52,000
MCTA			
FHWA-PL FY 26-27	46,036		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	52,000		
Total:	52,000	Total:	52,000

Programming and Financial Management

501 Transportation Program Development

502 Project Coordination and Financial Programming

Work Element 501 Transportation Program Development

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. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options, improve goods movement systems and infrastructure, improve transit, rail, and shared mobility options, advance zero emission vehicle technology, and supportive infrastructure, expand access to jobs, goods, services and education.

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 began on the 2025 FTIP in Winter 2023 and was completed in Summer 2024. The four-year implementation timeline for the 2025 FTIP is FY 2024-25 to 2027-28. Work has started on the 2027 FTIP, with adoption in Summer 2026.

State legislation (Senate Bill 45) restructured the STIP development process and placed increased responsibility on local agencies for identifying and advancing projects for State Transportation Improvement Program (STIP) programming. Funding is now made available based on 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); Carbon Reduction Program (CRP); 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 were consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2025 FTIP and updates will be incorporated in the 2027 FTIP.

Assembly Bill 1012 was enacted into law during February of 1999 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 to speed up delivery 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 monthly the amounts of Federal funds anticipated to be obligated.

The California 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 in 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 conduct meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed. MCTC also coordinates the annual obligation plans with Caltrans Division of Local Assistance.

The Policy Board has granted the Executive Director the authority to approve Type 1-3 FTIP Amendments.

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 to track regional obligation progress in meeting AB 1012 requirements.
6. Entered 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: 2025.
11. Conducted a CMAQ and CRP Call for Projects in FY 2023–2024.
12. Conducted a Supplemental CRP Call for Projects in 2024.
13. 2025 FTIP and Air Quality Conformity Analysis adopted in July 2024.

Product

1. Prepare and adopt 2027 FTIP.
2. Air Quality Analysis for the 2027 FTIP.
3. Amendments to the 2025 FTIP, 2027 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
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.

Tasks

TASK		MCTC STAFF	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
501.1	Review California Transportation Commission Fund Estimates and policies	X		Review State funding estimates and policy guidelines and updates	2%	July 2026 to June 2027 (As Needed)
501.2	Review Caltrans IIP and solicit local agency input	X		Review State transportation planning and coordinate with local agencies	2%	July 2026 to June 2027 (As needed/ required through entire Fiscal Year; as requested by State and local agencies)
501.3	Finalize preparation of 2027 FTIP and Air Quality Conformity Documents and amend 2025 and 2027 FTIPs	X		Complete preparation of 2027 FTIP and Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP. Continue to amend the 2025 FTIP and 2027 FTIP on an as needed basis	75%	July 2026 to June 2027 (As needed/ required through entire Fiscal Year; as requested by State and local agencies)
501.4	Coordination of FTIP and RTP	X		Ongoing coordination of the 2025 FTIP and 2026 RTP	9%	July 2026 to June 2027 (As needed/ required through entire Fiscal Year)
501.5	Prepare, submit, and upload various CMAQ Reports	X		Prepare annual reports for the CMAQ Program and input to Federal database	2%	July 2026 to June 2027 (4th Quarter 2026)
501.6	Prepare and submit AB 1012 Report	X		Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies	4%	July 2026 to June 2027 (1 st Quarter 2027)
501.7	Participate in Statewide CFPG and Program CTIPS	X		Participate in the California Federal Programmers Group	2%	July 2026 to June 2027 (Throughout)

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				and program the FTIP utilizing the Caltrans CTIPS database		entire Fiscal year)
501.8	Prepare Annual Listing of Federal Projects	X		Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year	4%	July 2026 to June 2027 4 th Quarter 2026
				Total	100%	

FTE: .55

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	23,743	Direct Wages/Benefits plus Indirect:	207,000
MCTA			
FHWA-PL FY 26-27	183,257		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	207,000		
Total:	207,000	Total:	207,000

Work Element 502 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. To incorporate CAPTI objectives, as applicable.

Discussion

Senate Bill 45 provides opportunities 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, including Federal/State, must have a completed Project Study Report, prepared by the implementing agency (City of Chowchilla, City of Madera, and County of Madera), prior to proceeding to programming. Once programmed, there are various applications for funds which must be processed as well as requirements for the timely use of funds. State/Federal requirements change in response to new legislative initiatives such as the Climate Action Plan for Transportation Infrastructure (CAPTI), IJJA, FAST Act, and Senate Bill 45, and as guidelines are developed and modified to respond. Rather than having 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 emphasis on those

activities related to responding to State/Federal agency requirements.

Previous Work

1. 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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
502.1	Federal/State Project Programming and Delivery Requirements	X		Review and maintain Federal/State programming and delivery requirements	20%	July 2026 to June 2027 (Ongoing)
502.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements	X		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. MCTC staff will ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan	30%	July 2026 to June 2027 (Through entire Fiscal year)
502.3	Prioritize Projects in FTIP and RTP	X		Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis	45%	July 2026 to June 2027 (Ongoing)
502.4	Evaluate State Funding Programs for Applicability	X		Evaluate Strategic Growth Council's Affordable	5%	July 2026 to June 2027

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	and Implementation			Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County		(Ongoing)
				Total	100%	

FTE: .14

502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	44,598
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	44,958		
Other			
Subtotal	44,958		
Total:	44,958	Total:	44,598

Data Services, Forecasting, and Modeling

601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program

Work Element 601 Travel Demand Model Management

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, 2015, and 2019. It was last updated as part of the San Joaquin Valley Model Improvement Program (MIP) utilizing the Cube Base/Voyager software system. The model was updated to a new base year of 2018.

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all 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). An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The MCTC 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 update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The current MCTC Model was updated in 2020. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, improved mode choice with more robust transit network modeling, and updated external trip projection table based on CSTDM data. The model was utilized for activities supporting the development of the 2022 RTP/SCS and its amendments, 2023 FTIP, 2025 FTIP, and

their corresponding federal air quality conformity analysis. Mode choice and through trips updates were applied in 2025 for the development of the 2026 RTP/SCS.

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 street and roads planning.

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC has and continues to coordinate with local agencies and State staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance with using the traffic model to assess VMT analysis.

This element also includes the costs for maintenance of the modeling software itself in addition to providing on-call technical planning/modeling consultant support to address technical planning and modeling issues as they may arise. Staff regularly assist with project specific modeling assistance including select zone and link analysis.

Air quality issues are increasingly driving traffic model applications. 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 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 is expected to provide a higher level of information for use in ongoing air quality planning activities.

MCTC prepared the model with latest planning assumptions for use in the 2026

RTP/SCS and 2027 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2050.

The eight MPOs in the San Joaquin Valley collaborated on a data collection project in fiscal year 2021/2022 and 2022/2023. The Central California Travel Survey collected data for the eight counties, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. These models are a critical tool for planning activities at local, regional, State, and Federal levels, such as RTP/SCS development, conformity, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis under CEQA, impact fee nexus studies, and transit service planning. The data and a final report with detailed travel characteristics summarized for each county were finalized in 2023.

MCTC used new available data to incorporate into modelling tools when developing the 2026 RTP/SCS. MCTC worked with neighboring MPO partners on the Central California Travel Survey. The results of this survey provided vital information and data able to be incorporated into transportation modelling tools. MCTC staff will work with modeling professionals to effectively incorporate new data from the Central California Travel Survey into the travel demand model during the update of the Travel Demand Model (WE 109).

MCTC also prepared a socioeconomic and demographic projection analysis for Madera County in 2025. This analysis provides future projections of household and person data projecting future conditions in the 2026 RTP analysis years.

Staff will coordinate applying updates and testing modeling functionality with their inclusion. Steps to recalibrate and validate the model will commence as necessary once new data has been applied. When all updates have been applied and calibration and validation activities are completed, the model documentation will be updated to reflect all changes. A Travel Demand Model Update project is detailed in WE 109.

Previous Work

1. Developed and updated latest planning assumptions for traffic analysis zones,

land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants

2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB 743 VMT Postprocessing Tool
5. 2022 RTP/SCS Scenario Modeling
6. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling

Product

1. Create Model Runs for Significant RTP and FTIP Amendments
2. Provide Modeling Data and Assistance
3. Incorporate new available transportation, housing, and demographic data into modelling tools as necessary.
4. Update model documentation as necessary.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE/REQUENCY COMPLETION
601.1	Additional Model Runs for Significant Amendments of the RTP and FTIP	X		When needed, Run model for significant amendments of the RTP and FTIP	25%	July 2026 to June 2027
601.2	Additional Local Agency and Partner Modeling and Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	10%	July 2026 to June 2027
601.3	Incorporate new available transportation, housing, and demographic data into modelling tools	X	X	Integrate data from the Central California Travel Survey, incorporate data from socioeconomic and demographic projection analysis, Additional appropriate data sources as they are developed, Update model documentation as necessary	15%	July 2026 to June 2027
601.4	Perform modeling in support of 2029 FTIP	X	X	Set up and run model in support of air quality	50%	Jan 2027 to June 2027

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	corresponding conformity analysis			conformity analysis for the 2029 FTIP		
				Total	100%	

FTE: .33

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,104	On-call Consultant(s)	40,000
MCTA		Traffic Model Support	4,500
FHWA-PL FY 25-26	39,396		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	44,500	Subtotal	44,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	14,350	Direct Wages/Benefits plus Indirect:	125,107
MCTA			
FHWA-PL FY 26-27	110,757		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	125,107		
Total:	169,607	Total:	169,607

Work Element 602 Air Quality Modeling

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, PM 2.5 non-attainment area, and a PM 10 attainment/maintenance area. MCTC participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District (Air 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 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 the 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 San Joaquin Valley MPO 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 2017, etc.).

The EMFAC models developed by CARB play an important role in analyzing impacts on air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the State by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC State and Federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 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. MCTC staff have worked with consultants to transition emissions analysis to newer versions of the EMFAC model as needed.

MCTC ran EMFAC14 for the 2026 SCS for the on-model transportation and land use strategies. EMFAC21 was applied to the GHG quantification process to estimate the GHG reduction benefits from all off-model SCS strategies. Because MCTC used

EMFAC14 in its previous SCSs, no EMFAC adjustments were made in the GHG emission numbers. This approach allows for parallel comparison with the GHG targets in reporting results to CARB. EMFAC21 was used for the air quality conformity analysis for the 2026 RTP and 2027 FTIP.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. CARB staff was able to develop an adjustment to the EMFAC model to account for the change. MCTC staff will continue to monitor the states of the SAFE Rule under new administration and assist CARB staff where needed with refinement to the EMFAC model resulting from any changes to the status of the SAFE rule.

MCTC staff have established the latest planning assumptions that were utilized for the 2026 RTP/SCS and EIR and the 2027 FTIP modeling activities. Staff utilized data output from various analysis years to prepare air quality emissions analysis for SB 375 and to Federal Air Quality Conformity Analysis. Modeling data output from various projection years and scenarios were converted into EMFAC model inputs.

Staff finalized the conformity determination for the 2025 FTIP in the first quarter of FY 24-25. The Federal transportation conformity regulations specify criteria and procedures for conformity determinations for transportation plans, programs, and projects, and their respective amendments. Federal transportation conformity regulation stipulates the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; the latest planning assumptions and emission models specified for use in conformity determinations must be employed; the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and interagency and public consultation.

For the 2026 Draft Federal Air Quality Conformity Analysis, a regional emissions analysis was prepared for the years 2029, 2031, 2032, 2035, 2037, 2046, and 2049 for each applicable pollutant. All analyses are conducted using the latest planning assumptions and emissions models. As required for the regional emissions analysis, MCTC staff will present results for conformity tests, satisfying the requirement of transportation conformity regulation. The U.S. EPA has designated Madera County as

non-attainment and/or attainment/maintenance for the national ambient air quality standards tested in the conformity determination. These tests include:

- 2008 and 2015 Ozone Standard
- PM-10 Standard
- 1997 24-Hour PM2.5 Standard
- 1997 Annual PM2.5 Standard
- 2006 PM2.5 Winter 24-Hour Standard
- 2012 Annual PM2.5 Standard (Moderate)

Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2022 RTP/SCS and EIR and 2025 FTIP
2. 2022 RTP/SCS and EIR Emissions Analysis as required for SB 375
3. 2025 FTIP, 2022 RTP/SCS and EIR, Corresponding Conformity Analysis

Product

1. SCS Evaluation Report for the 2026 RTP/SCS
2. Hot-Spot Analysis, other airy data in support of emissions/air quality planning
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP
4. Final Federal Air Quality Conformity Analysis for the 2026 RTP/SCS and 2027 FTIP

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
602.1	Multi-Agency Coordination for Air Quality Planning Activities	X		When needed, run model for significant amendments of the RTP and FTIP	10%	July 2026 to June 2027
602.2	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	30%	July 2026 to June 2027

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602.3	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP	X		Integrate data from the Central California Travel Survey, incorporate data from socioeconomic and demographic projection analysis, Additional appropriate data sources as they are developed, Update model documentation as necessary	30%	July 2026 to June 2027
602.4	Finalize Federal Air Quality Conformity Analysis for the 2026 RTP/SCS and 2027 FTIP	X		Final Federal Air Quality Conformity Analysis for the 2026 RTP/SCS and 2027 FTIP	30%	July 2026 to Dec 2026
				Total	100%	

FTE: .23

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL FY 25-26	7,968		
FTA-Section 5303			
STIP – PPM (Match)	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	84,000
MCTA			
FHWA-PL FY 26-27	74,365		
FTA-Section 5303			
STIP – PPM (Match)	9,635		
Other			
Subtotal	84,000		
Total:	93,000	Total:	93,000

Work Element 603 GIS and Mapping Resources

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. The focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2020 Federal census and American Community Surveys.

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.

Building upon prior regional modeling efforts, the Madera County Transportation Commission (MCTC) maintains and routinely updates its regional planning and GIS databases to support transportation planning, modeling, and environmental analysis. The regional land use and transportation databases continue to be refined over time using the best available data sources, validated through modeling efforts, and aligned with adopted regional plans and forecasts. These datasets provide the foundation for long-range travel forecasting and technical analysis used across MCTC planning documents and reporting tools.

Following adoption of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), MCTC has continued to review, validate, and refine its modeling and GIS datasets as part of ongoing planning and project development activities, with support from technical and modeling consultants as needed. This iterative approach ensures that baseline assumptions, network configurations, and forecast inputs remain accurate and responsive to evolving regional conditions.

MCTC actively participates in the Madera County GIS Users Group, a collaborative forum of regional GIS professionals that supports coordination, data sharing, and discussion of GIS initiatives. Participation in this group helps align datasets, promote consistency, and identify opportunities for shared improvements across agencies.

MCTC also maintains and updates the regionally significant roadway network within its GIS environment to support air quality analysis and transportation modeling for RTP and FTIP updates and amendments. These updates incorporate revised roadway configurations and project timing, and the resulting geospatial data is used to analyze travel demand and emissions impacts associated with current and future transportation investments.

Beginning in 2023, MCTC advanced a focused effort to modernize and strengthen its GIS program. This work includes improving spatial data management practices, updating and standardizing mapping tools, expanding and refining GIS datasets, and deploying web-based maps and applications for both internal use and public access. Ongoing staff training and platform enhancements support long-term maintenance and usability. Together, these improvements enhance the ability of MCTC, local agencies, tribal governments, and state partners to describe existing and future transportation conditions in Madera County and to communicate complex information clearly to decision-makers and the public.

Previous Work

1. Developed demographic projections by geographic Traffic Analysis Zones (TAZ) for 2042 in support of the 2018 RTP/FTIP.
2. Developed basic inventory of regionally significant roads.
3. Established database structure for roads inventory.
4. Provided GIS training for employees.
5. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.

6. Downloaded layer and database of disadvantaged communities for use in funding applications.
7. Updated MCTC’s online GIS map viewing portal.
8. 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.
9. Developed GIS layers of transit routes and stops.
10. Developed VMT Screening online webmap.
11. Developed traffic monitoring GIS database.
12. Developed FTIP interactive mapping tool..

Product

1. Increase and expand the abilities of an enhanced GIS platform and 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 2026 RTP and 2027 FTIP.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.
5. Develop interactive mapping tools for public access

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
603.1	Coordinate and consult with local GIS users	X		Attend monthly GIS user group meetings	5%	July 2026, to June 2027 (Monthly)
603.2	Stay current with GIS technology, and best practices	X		Attend GIS training and workshops	5%	July 2026 to June 2027 (Quarterly)
603.3	Provide GIS support to regional efforts and major agency planning documents (RTIP, FTIP, RTP)	X		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	55%	July 2026 to June 2027 (Ongoing)

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603.4	Update and maintain Project information in GIS	X		GIS layers, maps (including web maps)	5%	July 2026 to June 2027 (As Needed)
603.5	Provide GIS support to agency alternative mode planning (bicycle, pedestrian, and transit)	X		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	15%	July 2026 to June 2027 (Ongoing)
603.6	Maintain current zoning and land use information in GIS	X		GIS layers, maps (including web maps)	5%	July 2026 to June 2027 (As Needed)
603.7	Provide GIS support to agency efforts to identify disadvantaged communities and secure grant funding	X		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	10%	July 2026 to June 2027 (Ongoing)
				Total	100%	

FTE: .39

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	8,500
MCTA			
FHWA-PL FY 25-26	7,525		
FTA-Section 5303			
STIP – PPM (Match)	975		
Other			
Subtotal	8,500	Subtotal	8,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	150,000
MCTA			
FHWA-PL FY 26-27	132,795		
FTA-Section 5303			
STIP – PPM (Match)	17,205		
Other			
Subtotal	150,000		
Total:	158,500	Total:	158,500

Work Element 604 Performance Management and Data Development

Objective

Development of transportation performance measures (PM) and targets as part of the Regional Transportation Planning Process. To incorporate CAPTI objectives, such as strategically investing in state of good repair improvements, enhance transportation safety and security, and improve goods movement and infrastructure.

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 reference year 2022 level (referred to as the Greenhouse Gas (GHG) measure). This measure was reinstated on December 7, 2023.

- 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 measures' applicability and reporting requirement depend on each MPA location and size.

The USDOT 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 for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.

4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.
6. Coordinated with Caltrans for PM2 Second Performance Period 2022–2026.
7. Established PM2 targets for the region.

Product

1. Annual Safety targets (PM 1) setting for the region.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
604.1	Coordination and Monitoring Activities	X		Technical Advisory Meeting Participation and other State and Federal training. Monitoring State and Federal guidance related to performance measures	75%	July 2026 to June 2027
604.2	Target Setting	X		Annually establish PM1 performance targets Bi-annually revise PM 2 targets, if necessary	20%	July 2026 to June 2027, as required
604.3	Public Safety Awareness Through Social Media	X		Post safety related information in social media to keep the public apprised of traffic and weather situations that might impact travel safety conditions. Share safety information from Caltrans, FHWA, via MCTC social media.	5%	July 2026 to June 2027, as required
				Total	100%	

FTE: .14

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,735	Direct Wages/Benefits plus Indirect:	50,000
MCTA			
FHWA-PL FY 26-27	44,265		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	50,000		
Total:	50,000	Total:	50,000

Work Element 605 Regional 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. To incorporate CAPTI objectives, as appropriate.

Discussion

MCTC uses software to track how vehicles move on different road sections and intersections. Based on this data, they develop the Traffic Monitoring Program report. Staff also sets up a regular four-year program to count traffic, with guidance from local agencies to choose which locations to monitor, focusing on areas with a high of growth and other locally important factors.

MCTC entered into an agreement for StreetLight Data services to support the regional traffic monitoring program. StreetLight metrics have been used and validated by hundreds of public agencies, transportation consulting firms, and private companies and is utilized by several State transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Massachusetts DOT, Maine DOT, Los Angeles DOT, and New York City DOT.

MCTC utilizes the StreetLight Data Solutions Package. The Solutions Package includes the following:

- Congestion Management – Segment Analysis (Provides the volume, average speed, speed percentiles including 85th percentile, travel time, vehicle miles traveled, vehicle hours of delay and “Free Flow Factor” of trips through corridors)
- Intersection Studies – Analyze the movement of vehicles in an intersection to determine traffic that moves left, right, or continues straight. Day parts default to 15-minute bin day parts. Includes an intersection diagram to easily analyze the inbound and outbound traffic flow and distribution across time. Features include Peak Hour Factor, Peak AM/PM Metrics and more.

MCTC staff participate in StreetLight Data software training as needed.

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 – 2025 Annual Report.
2. Developed a quadrennial 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 – 2026 Annual Report.
2. Data assistance for partner projects and stakeholders
3. HPMS data submission to Caltrans.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
605.1	Utilize StreetLight software to collect traffic volume data	X		Traffic Monitoring Annual Report	65%	July 2026 to June 2027 (Annually)
605.2	Provide traffic monitoring support to local agencies, including tribal governments	X		Technical support, meetings, email correspondence	15%	July 2026 to June 2027 (Ongoing)

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605.3	Collect data from local agency and Caltrans traffic county programs	X		Traffic volume data	10%	July 2026 to June 2027 (Annually)
605.4	Coordinate the submission of HPMS data to Caltrans from local agencies as required	X		HPMS data, technical support, meetings, email correspondence	5%	July 2026 to June 2027 (Annually)
605.5	Participate in software training sessions for StreetLight	X		Training, training notes	5%	July 2026 to June 2027 (Ongoing)
				Total	100%	

FTE: .03

605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Traffic Count Software License	15,000
MCTA			
FHWA-PL FY 25-26	13,280		
FTA-Section 5303			
STIP – PPM (Match)	1,720		
Other			
Subtotal	15,000	Subtotal	15,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	15,000
MCTA			
FHWA-PL FY 26-27	13,280		
FTA-Section 5303			
STIP – PPM (Match)	1,720		
Other			
Subtotal	15,000		
Total:	30,000	Total:	30,000

Public Participation Program

701 Public Participation Program

Work Element 701 Public Participation Program

Objective

To develop and maintain an ongoing program with assistance from the public to provide effective public participation in the development of MCTC's plans, programs, and decision-making process, consistent with Federal transportation legislation requirements. MCTC Staff will provide the public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities. To incorporate CAPTI objectives, such as cultivating partnerships with and building capacity of community-based organizations to engage in project development.

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 of Mono Indians of California and the Picayune Rancheria of the Chukchansi Indians of California). 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 various stakeholders, including developers, local planners, community-based organizations and other entities representing 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, on the MCTC website, 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 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 created a list of organizations representing low-income, minority, environmental justice, disadvantaged communities, as well as Native American, older adults, and persons with disabilities. This helps to better focus on these traditionally underserved populations, including the older adults, persons with disabilities, low-income, African American, Hispanic, Asian American, Alaskan Native, and Pacific Islander communities.

MCTC staff updated the Public Participation Plan (PPP) in 2023 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. older adults, 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 and updated in February 2024.

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 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 Tribal Governments in Madera County and as needed in the neighboring counties of our planning activities. Tribal Governments in Madera County are invited to participate in MCTC's Technical Advisory Committee 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 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 2022 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 2023 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. The report may be accessed here: [Central Valley Tribal Transportation Collaborative Project](#).

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, and updated in February 2024.

Previous Work

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of the 2022 RTP and Unmet Transit Needs.
6. Title VI Analysis for the 2022 RTP.
7. 2014, 2015, 2018, 2021, 2024 Title VI Plan and Limited English Proficiency Plan.
8. 2023 MCTC Public Participation Plan.
9. MCTC Social Media Policy.

Product

1. Document tribal government to government public participation.
2. Prepare and distribute MCTC quarterly newsletter.
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts for all planning and programming activities, as required and needed.
5. Maintain and improve MCTC website and social media pages.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
701.1	MCTC Public Participation Plan Amendment	X		Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements	15%	July 2026 to June 2027 (As Needed)
701.2	Provide Spanish Language Translation	X	X		15%	July 2026 to June 2027 (As Needed)
701.3	Tribal Government Consultation	X		Coordinate, Consult, Collaborate with tribal governments	15%	July 2026 to June 2027 (As Needed)
701.4	Continued Consultation Policy	X		Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally recognized Native American Tribal Governments	10%	July 2026 to June 2027 (As Needed)
701.5	Bicycle and Pedestrian Programs	X		Encourage bicycle and pedestrian safety education programs	10%	July 2026 to June 2027 (As Needed)
701.6	Website, Social Media, and agency newsletter	X		Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings. Prepare and distribute quarterly newsletter	20%	July 2026 to June 2027 (As Needed)
701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools	X		Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact	10%	July 2026 to June 2027 (As Needed)

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				these communities		
701.8	Madera Community College Collaborations	X		Collaborate with the Madera Community College Center to engage student community outreach and education activities	5%	July 2026 to June 2027 (As Needed)
				Total	100%	

FTE: .19

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL 25-26	23,903	SJV Website	1,000
FTA-Section 5303		Other Outreach Costs	19,000
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	7,455	Direct Wages/Benefits plus Indirect:	65,000
MCTA			
FHWA-PL 26-27	57,545		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	65,000		
Total:	92,000	Total:	92,000

Project Administration

801 Transportation Development Act

802 SB 125 Transit Program

Work Element 801 Transportation Development Act

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. To incorporate CAPTI objectives, as applicable.

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 service transportation, and street 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 assist in claim preparation and monitor 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 annual 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.

MCTC is charged with administering funds 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 purchases of new transit vehicles or provide operating funds pursuant to the guidelines.

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. 2023 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration and closeout reports.
7. LCTOP administration.
8. 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 Analysis and Recommendations Report.
6. Documentation of FY 2027-28 Unmet Needs Process.
7. LCTOP allocation, application processing, tracking, and reporting.
8. SGR suballocation, project list processing, tracking, and reporting.
9. 2026 Triennial Performance Audit

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
801.1	Apportionment and Allocation	X		Prepare finding of apportionment for LTF/STA and make allocations	5%	May 2027
801.2	Claims	X		Review and process LTF/STA claims Review for conformance with applicable TDA law, the RTP and SRTDP	10%	July 2026 to June 2027 Ongoing
801.3	LTF/FTA Financial Reports	X		Prepare LTF/STA financial reports	15%	December 2026
801.4	SSTAC Meetings	X		Conduct meetings of the SSTAC	5%	July 2026 to June 2027 Quarterly
801.5	Unmet Transit Needs Hearing	X		Conduct Unmet Transit Needs Hearing	5%	October 2026 Annually
801.6	Unmet Transit Needs Analysis and Recommendations Report	X		Prepare Unmet Needs Analysis and Recommendations Report	20%	January 2027 to March 2027 Annually
801.7	Financial Records	X		Maintain appropriate financial activity records	5%	July 2026 to June 2027
801.8	Fiscal Audits	X		Fiscal audits	13%	August 2026
801.9	Development of Project Application Assistance	X		Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339	2%	July 2026 to June 2027 (As Needed)
801.10	LCTOP Administration	X		Administer LCTOP Program	5%	July 2026 to June 2027 Ongoing
801.11	SGR Administration	X		Administer SGR Program	5%	July 2026 to June

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						2027 Ongoing
801.12	Triennial Performance Audit		X	Conduct performance audits	10%	December 2026 to March 2027
				Total	100%	

FTE: .45

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	72,000	Audits	18,000
MCTA		Translation Services	3,000
FHWA-PL		Public Notices	2,000
FTA-Section 5303		Other Costs	9,000
STIP - PPM		Triennial Performance Audit	42,000
Other			
Subtotal	72,000	Subtotal	72,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	110,000	Direct Wages/Benefits plus Indirect:	110,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	110,000		
Total:	182,000	Total:	182,000

Work Element 802 Senate Bill 125 Transit Program

Objective

Administer the Senate Bill 125 Transit Program funds for approved local transit projects, and comply with program requirements, including reporting.

Discussion

Senate Bill 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) to be allocated to regional transportation planning agencies (RTPA) on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. Senate Bill 125 (SB 125) requires the California State Transportation Agency (CalSTA) to develop and administer an accountability program to govern the distribution of funds for the ZETCP and the General Fund component of the TIRCP. RTPAs are eligible recipients of the program funds, and as such, MCTC will receive and disburse allocated program funds for approved projects and will serve as program administrator and liaison between CalSTA and transit agencies within the Madera County region.

MCTC has collaborated with local transit agencies to submit an initial allocation package to CalSTA before the program deadline of December 31, 2023. As needed, MCTC will submit updated allocation packages to CalSTA for approval and will comply with program reporting requirements. As a condition of ongoing disbursement of requested SB 125 funds, MCTC must submit to CalSTA an annual report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining. Recordkeeping and reporting requirements will apply throughout the life of the projects. MCTC is also required to submit and receive approval of a one-time, long-term financial plan by June 30, 2026, that addresses the approach to sustain the region's transit operations absent additional discretionary or nonformula State funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. MCTC must also post online a summary of monthly ridership data, consistent with the data submitted to the Federal Transit Administration's National

Transit Database, from all its transit operators and should cover the time period starting on July 1, 2022, through June 30, 2028.

Previous Work

1. Board approval for program projects.
2. Developed agreements between local transit agencies and MCTC.
3. Created SB 125 Program webpage on MCTC’s website with posted transit operator data.
4. Submitted program progress reports to CalSTA.

Product

1. Updated allocation package submissions.
2. Long-term financial plan.
3. Program reports including financial records and an annual report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
802.1	Submit updated allocation packages to CalSTA	X		Allocation package documents, email correspondence, technical assistance meetings with CalSTA, meetings with local transit agencies	1%	July 2026 to June 2027 (As Needed)
802.2	Develop long-term financial plan to describe the region’s transit operational sustainability	X	X	Long-term financial plan document	97%	Target completion date: June 30, 2026
802.3	Program administration, recordkeeping, and reporting	X		Reporting documents, annual report, dedicated bank account, financial records, technical assistance meetings with CalSTA, meetings with local transit agencies, email correspondence	2%	July 2026 to June 2027 (Ongoing)
				Total	100%	

FTE: 0.00

802 SB I25 Transit Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other - SB I25			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other - SB I25			
Subtotal	0		
Total:	0	Total:	0

*Work Element is included for possible carryover tasks remaining from FY 2025-26.

Other Activities

901 Lobbying

902 Other Activities

Work Element 901 Lobbying

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 funding for the 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. Madera One Voice.
3. Participated in meetings and activities of the Valley Legislative Affairs Committee.

Product

1. Valley Voice Program – Sacramento and Washington, D.C.
2. Legislative tracking and reporting.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
901.1	Valley Voice Program	X		Annual advocacy trips to Sacramento and Washington D.C.	75%	September 2026 to March 2027
901.2	Legislative tracking	X		Legislative tracking and reporting	10%	July 2026 to June 2027

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901.3	CALCOG Annual Fees	X			15%	June 2027
				Total	100%	

FTE: .13

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant(s)	103,000
MCTA		Other Costs	12,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other - Member Fees	115,000		
Subtotal	115,000	Subtotal	115,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	30,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other - Member Fees	30,000		
Subtotal	30,000		
Total:	145,000	Total:	145,000

Work Element 902 Other 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. Continue exploring the viability of a freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions. To incorporate CAPTI objectives, as applicable.

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 offer 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 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 measures. 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 Plan.

CalVans

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.

Freeway Service Patrol

The Service Patrol (FSP) are roaming tow and service trucks that patrol pre-determined beats to assist motorists in aid. The goal of FSP is to alleviate traffic congestion problems by removing disabled vehicles and cleaning minor collisions and debris from the roadway. Typically, FSP is deployed in more urban and metropolitan areas of the State Monday through Friday during peak commute hours to provide congestion relief, safety, and air quality benefits by:

- Reducing traffic jams through prompt removal of stalled cars
- Reducing the chance of further accidents and bottlenecks caused by impatient drivers and on-lookers
- Assisting local emergency services under CHP direction
- Saving fuel and cutting air pollution emissions by reducing stop-and-go traffic
- Keeping narrowed lanes clear during highway construction projects

Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program

is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

The goal of the statewide FSP program is to maximize the effectiveness of the freeway transportation system. FSP is a congestion management tool which strategically addresses commute traffic pattern problems. Deployment of the FSP tow trucks is driven by congestion patterns in major metropolitan areas.

The goal is accomplished by the expeditious removal of disabled/stranded vehicles from the freeway. Removing obstructions on the freeways as rapidly as possible has a positive impact on traffic volumes by eliminating problems which contribute to non-recurrent congestion.

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ration of each FSP beat. First the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

- Changing flat tires
- Jump starting vehicles
- Refilling radiators and taping leaky hoses
- Putting a gallon of fuel in gas tanks
- Towing inoperable vehicles to a safe location of the freeway
- Clearing vehicle damaged in collisions under CHP direction
- Removing debris from traffic lanes under CHP direction
- Monitoring the left shoulder part-time travel lane for visual clearing once it is in operation

The majority of funding for the 14 statewide FSP programs is made available by the State through the State Highway Account (SHS). Approximately \$25.5 million has consistently been budgeted for FSP on an annual basis to provide funding assistance and requires a 25% local match. Annual FSP program costs include the annual capital, operating and administrative costs for providing FSP service. The State's financial

contribution to individual FSP programs is allocated on a formula basis consisting of the following:

- 25% on the number of urban freeway lane miles in the participating area
- 50% on the basis of the ratio of the population of the participating area
- 25% on the basis of traffic congestion as ascertained by Caltrans.

For new FSP programs State funding formula allocation is determined by Caltrans who allocates the funding at a maximum over three years as follows so as not to disrupt State funding for existing FSP programs (local funds make-up the difference):

- 33.3% of its full allocation amount in the first full fiscal year following application approval.
- No less than 66.7% of its full allocation amount in the second fiscal year following application approval.
- No less than 100% of its full allocation amount in the third fiscal year following application approval.

Under SB 1, the Road Repair and Accountability Act of 2017, an additional \$25 million in annual funding was made available for the FSP program statewide. This additional funding addresses inflationary cost increases for the program while also allowing for further expansion of the program, which should provide more congestion relief, especially in the more heavily populated and congested regions. The SB 1 FSP funding guidelines shows the annual \$25 million distributed as follows:

- Allocation for inflation and service-hour adjustments. \$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB 1 Caltrans funding of \$25.4 million, which has been static since 2006/7.
- Allocation for the California Highway Patrol. \$3.75 million is allocated to reimburse the California Highway Patrol to both recognize static Caltrans reimbursements since the 2006/7 budget, and new workload associated with new or expanded FSP service.
- Allocation for New or Expanded Service. 9.05 million is available for allocation to support new or expanded services.

Intelligent Transportation Systems (ITS)

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 is to further develop and strengthen 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. 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 ALUCP was adopted in 2015.

Zero Emission Planning

In 2023 Staff finalized the Madera County Zero-Emission Vehicle Readiness and Implementation Plan. This plan assesses the existing ZEV infrastructure environment, recommends infrastructure improvements and investments, identifies implementation strategies and policies to promote ZEV infrastructure adoption in the short- and long-term, identifies key community challenges and barriers to advancement, and provides stakeholders with tools to procure, site and install various ZEV infrastructure. This plan primarily addresses conventional ZEVs including battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs).

MCTC staff will take steps to assist in the implementation of the recommendations and strategies outlined in the final plan.

MCTC staff will regularly publish new ZEV related planning resources as they become available on the MCTC webpage. MCTC staff will coordinate bi-annual meetings related to ZEV planning in Madera County. The meetings will help inform local stakeholders, elevate topics able to help the region advance ZEV infrastructure planning and installation, and provide resources to engage Madera County communities on progress towards ZEV infrastructure accommodations and access. The meetings will involve local and State agencies, transportation providers, utilities

providers and other targeted audiences who would benefit from the topics presented during the meetings.

Broadband Access

MCTC staff will continue to monitor broadband access initiatives and programs able to support residents in Madera County. Staff will collaborate with local and state partners where needed to further the goals of the Executive Order to accelerate broadband access and SB 156 to deliver communications infrastructure for broadband access.

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. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.
9. Madera County Zero-Emission Vehicle Readiness and Implementation Plan

Product

1. Maintain and update website and develop promotional materials.
2. Report, prepared with Caltrans and CHP, to determine eligibility to apply to Freeway Service Patrol program.
3. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Updated information on aviation systems planning (planning only) for inclusion in the updates of the RTP.
5. Staff reports on aviation issues.
6. Coordinate ZEV planning collaborative meetings.
7. Publish ZEV resources.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
902.1	Rideshare Program	X		Represent rideshare program as required	5%	July 2026 to June 2027
902.2	Rideshare Promotional Materials	X		Provide rideshare promotional materials as required	5%	July 2026 to June 2027
902.3	Develop Promotional Materials	X		Develop/print promotional materials	5%	July 2026 to June 2027
902.4	TDM activities	X		Maintain and update TDM activities on MCTC website	5%	July 2026 to June 2027
902.5	Community Outreach	X		Conduct community outreach activities as needed	5%	July 2026 to June 2027
902.6	CalVans joint powers agency	X		Participate with CalVans joint powers agency	15%	July 2026 to June 2027
902.7	Coordination of Trip Reduction Programs	X		Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers	5%	July 2026 to June 2027
902.8	Freeway Service Patrol	X		Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol)	5%	July 2026 to June 2027
902.9	Review Planning issues related to aviation systems planning	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems Incorporate findings into the RTP/SCS where applicable	5%	July 2026 to June 2027
902.10	Provide staff analysis of available funding resources for aviation planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems	5%	July 2026 to June 2027
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements	X		Participate in meeting and workshops hosted by local, regional, State, and Federal partners	15%	July 2026 to June 2027

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				related to multi-modal transportation		
902.12	ZEV Regional Roundtable	X		Conduct two Coordinate ZEV planning collaborative meetings per year	15%	July 2026 to June 2027
902.13	ZEV Resources	X		Publish updated ZEV resources on the MCTC Website	5%	July 2026 to June 2027
902.14	Broadband Access	X		Participate in meetings and workshops to advance broadband access for the region	5%	July 2026 to June 2027
				Total	100%	

FTE: .16

902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	27,550	Board Costs and Other Expenses	27,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	27,550	Subtotal	27,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	15,906	Direct Wages/Benefits plus Indirect:	60,750
Reserves (Local)	44,844		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	60,750		
Total:	88,300	Total:	88,300

Overall Work Program

1001 Overall Work Program

Work Element 1001 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. The OWP was prepared in cooperation with the State and transit operators as specified in 23 CFR 450.308(c). MCTC continues to work cooperatively with State and local agencies, including transit operators. The State and local agencies participate in the MCTC Technical Advisory Committee that reviews the OWP.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2027-28 MCTC Overall Work Program and Budget.
2. Quarterly Reports.
3. FY 25-26 Closeout Report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1001.1	OWP Development	X		Draft 27-28 OWP	35%	November 2026 to February 2027
1001.2	Project Identification	X		Draft 27-28 OWP	10%	October 2026 to February 2027

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1001.3	Circulation	X		Develop and circulate Draft OWP and Budget for public and agency review	15%	February 2027 to March 2027
1001.4	Adoption	X		Complete and adopt OWP with compliance certifications and process agreement. Final 27-28 OWP	5%	April 2027
1001.5	Reporting	X		Quarterly Reports	30%	Quarterly July 2026 to June 2027
1001.6	Closeout	X		Closeout Reports for FY 25-26	5%	August to September 2026
				Total	100%	

FTE: .17

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	45,000
Reserves (Local)	45,000		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM (Match)			
Other			
Subtotal	45,000		
Total:	45,000	Total:	45,000

Measure "T" Administration

1101.0 MCTA Administration - 2006

1101.1 MCTA Administration - 2024

Work Element 1101.0 MCTA Administration – 2006

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 measure sunsets on March 31, 2027; however, the Authority will remain operating for at least two years. 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 via digital newsletter 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. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2025 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens’ Oversight Committee.
6. Planning, Programming, and Monitoring of Measure “T” projects and develop

financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits.
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		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1101.0.1	Conduct MCTA and TAC meetings	X			5%	July 2026 to June 2027
1101.0.2	Prepare MCTA Budget	X		MCTA Operating Budget	5%	May 2027
1101.0.3	Maintain MCTA financial records	X			20%	July 2026 to June 2027
1101.0.4	Review and process project claims	X			5%	July 2026 to June 2027
1101.0.5	Prepare Annual Work Program	X		Annual Work Program	18%	March 2027 to June 2027
1101.0.6	Administration of the Citizens’ Oversight Committee	X		Publication of Measure T Annual Report	15%	July 2026 to June 2027
1101.0.7	Conduct Fiscal Audit		X	Annual Fiscal Audits	10%	October to December 2026
1101.0.8	Planning, programming, and monitoring of Measure “T” projects	X			10%	July 2026 to June 2027
1101.0.9	Attend conferences including Focus on the Future	X			5%	November 2026
1101.0.10	Participate in Self Help Counties Coalition Meetings	X			5%	July 2026 to June 2027

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1101.0.11	Develop a plan and procedures to sunset the measure	X			2%	January 2027 to June 2027
				Total	100%	

FTE: .32

1101.0 MCTA Administration - 2006

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	52,000
Measure T - 2006	75,000	Conf/Travel/Other Costs	23,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	75,000	Subtotal	75,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	73,500
Measure T - 2006	73,500		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	73,500		
Total:	148,500	Total:	148,500

Work Element 1101.1 MCTA Administration – 2024

Objective

To provide effective administrative and fiscal support to the 2024 Madera County Transportation Authority pursuant to the enabling legislation and adopted authority procedures.

Discussion

The 2024 Madera County Transportation Authority will be formed in 2027 (approved by Madera County voters in November 2024 via citizens initiative) and is responsible for administering the proceeds of the 1/2 percent sales tax enacted in the Measure “T”. The measure begins on April 1, 2027. The Authority contracts with MCTC for provision of the Measure “T” Expenditure 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 will produce an annual report of Measure T activities, which will be widely distributed to the public and other interested stakeholders and will be 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.

Previous Work

New Work Element

Product

1. Strategic Implementation Plan
2. Agreements with Local Agencies

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1101.1.1	Implementation of 2024 Measure	X		Strategic Implementation Plan	95%	March 2027 to June 2027
1101.1.2	Develop agreements with local agencies	X		Agreements	5%	March 2027 to June 2027
					100%	

FTE: .06

1101.1 MCTA Administration - 2024

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
Measure T - 2024			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	15,000
Measure T - 2024	15,000		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	15,000		
Total:	15,000	Total:	15,000

Acronyms

AB	Assembly Bill
ADA	Americans with Disabilities Act
ARB	Air Resources Board
ATP	Active Transportation Plan
AWP	Annual Work Program
CAG	County Association of Governments
CalCOG	California Association of Councils of Governments
CalVans	California Vanpool Authority
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
CMCP	Comprehensive Multimodal Corridor Plan
CRP	Carbon Reduction Program
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
DOF	Department of Finance
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas

GIS	Geographic Information System
HCD	Housing and Community Development
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
ITS	Intelligent Transportation System
LEAP	Local Early Action Planning
LCTOP	Low Carbon Transit Operations Program
LTC	Local Transportation Commission
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
OWP	Overall Work Program
PEIR	Program Environmental Impact Report
PM-2.5	Particulate Matter (2.5 micros or less)
PM-10	Particulate Matter (10 microns or less)
REAP	Regional Early Action Planning Grants
RHNA	Regional Housing Needs Assessment
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill

SCS	Sustainable Communities Strategy
SGR	State of Good Repair
SHCC	Self Help Counties Coalition
SIP	State Implementation Plan
SJJPA	San Joaquin Joint Powers Authority
SJVAPCD	San Joaquin Valley Air Pollution Control District
SHOPP	State Highway Operation and Protection Program
S RTP	Short Range Transit Plan
SSTAC	Social Service Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAZ	Traffic Analysis Zones
TCM	Traffic Control Measures
TDA	Transportation Development Act
TDP	Transit Development Plan
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
YARTS	Yosemite Area Regional Transportation System
YATI	Yosemite Area Transportation Information

Appendices

Appendix A	Revenue/Expenditure Spreadsheet
Appendix B	Line-Item Budget
Appendix C	SB 1 Sustainable Communities Formula Project List
Appendix D	Certifications and Assurances
Appendix E	Certification of Restrictions on Lobbying
Appendix F	Planning Funds – Eligible Uses
Appendix G	Resolution
Appendix H	Other Planning Activities
Appendix I	MPO Planning Boundary
Appendix J	Public Participation Outreach Chart
Appendix K	Caltrans, FTA and FHWA Comments

Appendix A
Revenue Expenditure Spreadsheet

FY 2026-27 Overall Work Program

	Funds Available by Revenue Source																			
	MCTC	Other	Total	MCTC LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 25-26	FHWA PL Carryover 24-25	FTA 5303	FTA 5303 Carryover 24-25	Total
Carryover Prior Years				0		0	0	0	0	0	27,444	350,000	3,450,000	0	0	93,173	57,562	0	17,577	545,756
Current Year Allocation				404,913	89,844	0	145,000	163,500	107,000	0	170,700			836,084	21,438	0	0	69,211	0	2,007,690
Carryover to Future Year												(77,328)								(77,328)
Total Available Funds	1,567,568	908,550	2,476,118	404,913	89,844	0	145,000	163,500	107,000	0	198,144	272,672	3,450,000	836,084	21,438	93,173	57,562	69,211	17,577	2,476,118

2/13/2026 14:39 Work Element Description	Expenditures by Agency			Expenditures by Revenue Source																		
	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 25-26	FHWA PL Carryover 24-25	FTA 5303	FTA 5303 Carryover 24-25	Total
101 Regional Transportation Plan	195,000	10,000	205,000	0						15,913	7,600					122,824		1,101	57,562			205,000
102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0	0	0	0	0						0		0				0						0
106 F Sustainable Communities Strategy (SCS) Development FY 23-24	0	0	0	0						0		0				0						0
106.1 F Sustainable Communities Strategy (SCS) Development FY 24-25	0	0	0	0						0		0				0						0
106.2 F Sustainable Communities Strategy (SCS) Development FY 25-26	1,000	30,000	31,000	3,556						0		27,444				0						31,000
107 V-TRANSFRM Study	4,745		4,745	4,745						0					3,000,000	0						4,745
108 C Regional Climate Adaptation and Resilience Framework FY 25-26	8,000	300,000	308,000	35,328						0				272,672		0						308,000
109.0 F-Travel Demand Model Update FY 26-27	17,816	175,000	192,816	22,116						0		170,700				0						192,816
201 Transit Planning	98,032		98,032	8,967	2,277					0						0				69,211	17,577	98,032
202 Rail Planning	37,020		37,020	37,020						0						0						37,020
301 Active Transportation Planning - CS	79,000		79,000	0						6,602						50,960	21,438					79,000
401 Highways, Corridors, and Routes of Regional Significance	52,000		52,000	5,964						0						46,036						52,000
501 Transportation Program Development	207,000		207,000	23,743						0						183,257						207,000
502 Project Coordination & Financial Programming	44,598		44,598	0						44,598						0						44,598
601 Travel Demand Model Management	125,107	44,500	169,607	14,350	5,104					0						110,757		39,396				169,607
602 Air Quality Modeling	84,000	9,000	93,000	0						9,635	1,032					74,365		7,968				93,000
603 GIS and Mapping Resources	150,000	8,500	158,500	0						17,205	975					132,795		7,525				158,500
604 Performance Management and Data Development	50,000		50,000	5,735						0						44,265						50,000
605 Regional Traffic Monitoring Program	15,000	15,000	30,000	0	0					1,720	1,720					13,280		13,280				30,000
701 Public Participation Program	65,000	27,000	92,000	7,455	3,097					0						57,545		23,903				92,000
801 Transportation Funds Administration	110,000	72,000	182,000	182,000						0						0						182,000
802 SB 125 Transit Program	0	0	0	0						0						0						0
901 Lobbying	30,000	115,000	145,000	0				145,000		0						0						145,000
902 Other Activities	60,750	27,550	88,300	43,456		44,844				0						0						88,300
1001 Overall Work Program	45,000		45,000	0		45,000				0						0						45,000
1101.0 MCTA Administration-2006 Measure	73,500	75,000	148,500	0					148,500	0						0						148,500
1101.1 MCTA Administration-2024 Measure	15,000		15,000	0					15,000	0						0						15,000
Total Expenditures	1,567,568	908,550	2,476,118	394,435	10,478	89,844	0	145,000	163,500	95,673	11,327	0	198,144	272,672	3,000,000	836,084	21,438	93,173	57,562	69,211	17,577	2,476,118
				404,913						107,000							1,008,257			86,788		

Appendix B
Line-Item Budget

Appendix B: Line-Item Budget

**Madera County Transportation Commission
Line-item Budget Worksheet
13-Feb-26**

Revenues	25-26 Final	26-27 Budget	Difference	% Diff
FHWA PL	\$836,084	\$836,084	\$0	0%
Complete Street PL	\$21,438	\$21,438	\$0	0%
FHWA PL Carryover FY 25-26	\$117,519	\$93,173	(\$24,346)	-21%
FHWA PL Carryover FY 24-25	\$57,562	\$57,562	\$0	0%
FTA 5303	\$70,265	\$69,211	(\$1,054)	-2%
FTA 5303 Carryover FY 24-25	\$16,523	\$17,577	\$1,054	6%
STIP Carryover	\$0	\$0	\$0	0%
STIP Planning	\$107,000	\$107,000	\$0	0%
SB-1 Sustainable Transportation F 26-27	\$0	\$170,700	\$170,700	0%
SB-1 Sustainable Transportation C 25-26	\$174,404	\$272,672	\$98,268	56%
SB-1 Sustainable Transportation F 25-26	\$172,800	\$27,444	(\$145,356)	-84%
SB-1 Sustainable Transportation F 24-25	\$100,430	\$0	(\$100,430)	-100%
SB-1 Sustainable Transportation F 23-24	\$4,585	\$0	(\$4,585)	-100%
REAP 2.0	\$2,025,367	\$0	(\$2,025,367)	-100%
TDA Carryover	\$0	\$0	\$0	0%
TDA Administration	\$155,000	\$185,000	\$30,000	19%
TDA Planning	\$207,201	\$219,913	\$12,712	6%
SB 125 Transit Funding Program	\$163,000	\$0	(\$163,000)	-100%
Member Assessment Fees	\$133,500	\$145,000	\$11,500	9%
MCTA Carryover	\$0	\$0	\$0	0%
MCTA-2006	\$160,000	\$148,500	(\$11,500)	-7%
MCTA-2024	\$0	\$15,000	\$15,000	0%
Reserve	\$68,000	\$89,844	\$21,844	32%
Total Revenues	\$4,590,678	\$2,476,118	(\$2,114,560)	-46%
<i>Non-cash information</i>				
Toll Credits (PL)	\$0	\$0	\$0	0%
Toll Credits (5303)	\$0	\$0	\$0	0%
Expenses				
Salaries & Benefits				
Salaries	\$879,498	\$904,476	\$24,978	3%
Retirement, 401(a)	\$126,260	\$129,813	\$3,553	3%
FICA, Employer	\$53,190	\$53,571	\$381	1%
Medicare	\$12,754	\$13,117	\$363	3%
Worker's Compensation	\$3,607	\$3,168	(\$439)	-12%
Health	\$169,050	\$188,527	\$19,477	12%
Unemployment Insurance	\$896	\$896	\$0	0%
Subtotal Salaries & Benefits	\$1,245,255	\$1,293,568	\$48,313	4%
Direct	\$725,714	\$756,449	\$30,735	4%
Indirect	\$519,541	\$537,119	\$17,578	3%
Indirect Costs				
Admin Consulting Services	\$10,000	\$5,000	(\$5,000)	-50%
Advertising/Publications	\$2,000	\$2,000	\$0	0%
Auto & Cell Allowance	\$4,200	\$4,200	\$0	0%
Computer Software	\$9,000	\$10,000	\$1,000	11%
Conference/Training/Education	\$7,000	\$8,000	\$1,000	14%
Equipment Leases	\$9,000	\$9,000	\$0	0%
Bldg/Equip. Maint. & Repairs	\$4,000	\$4,000	\$0	0%
Insurance	\$1,000	\$1,000	\$0	0%
Janitorial Services	\$2,700	\$2,800	\$100	4%
Legal Services	\$20,000	\$20,000	\$0	0%
MCTC Audit	\$27,000	\$27,000	\$0	0%
Membership Fees	\$2,000	\$2,000	\$0	0%
Miscellaneous	\$6,000	\$6,700	\$700	12%
Office Furniture	\$1,300	\$1,500	\$200	15%
Office Supplies	\$6,000	\$6,000	\$0	0%
Postage	\$1,000	\$1,000	\$0	0%
Rent	\$70,000	\$70,000	\$0	0%
Technology Related Equipment & Repairs	\$40,000	\$40,000	\$0	0%
Telephone/Internet/Website	\$26,000	\$26,000	\$0	0%
Travel Expenses	\$10,000	\$10,000	\$0	0%
Utilities	\$11,000	\$11,000	\$0	0%
Valley Coordination	\$6,800	\$6,800	\$0	0%
Website Update	\$13,000	\$0	(\$13,000)	-100%
Subtotal Indirect Costs	\$289,000	\$274,000	(\$15,000)	-5%
Other Direct Costs				
Air Quality (Consultant)	\$9,000	\$9,000	\$0	0%
Board Costs and Other Costs	\$39,550	\$39,550	\$0	0%
Consultant (SB-1 Planning Grant)	\$493,709	\$505,000	\$11,291	2%
Consultant (On-call Public Outreach)	\$10,000	\$10,000	\$0	0%
Consultant (Lobbying&Intergovernmental)	\$101,000	\$103,000	\$2,000	2%
Consultant (Transit)	\$140,000	\$0	(\$140,000)	-100%
MCTA Tax Recovery Services	\$10,000	\$10,000	\$0	0%
MCTA Conference(s)/Travel	\$6,000	\$8,000	\$2,000	33%
MCTA Fin Asst/Audits/Annual Report	\$42,000	\$42,000	\$0	0%
MCTA Project Development	\$4,000	\$6,000	\$2,000	50%
MCTC TDA Audits	\$18,000	\$18,000	\$0	0%
MCTC TDA Other Admin Costs	\$5,000	\$5,000	\$0	0%
Other MCTA Costs	\$9,000	\$9,000	\$0	0%
Public Participation Program	\$20,000	\$20,000	\$0	0%
REAP 2.0 Agency Pass-through	\$1,951,662	\$0	(\$1,951,662)	-100%
RTP EIR	\$98,000	\$10,000	(\$88,000)	-90%
RTP/SCS Development	\$0	\$0	\$0	0%
Technical/Modeling On-Call Services	\$68,500	\$40,000	(\$28,500)	-42%
Traffic Model & GIS Support	\$12,000	\$13,000	\$1,000	8%
Traffic Monitoring Program	\$15,000	\$15,000	\$0	0%
Translation Services	\$4,000	\$4,000	\$0	0%
Triennial Performance Audit	\$0	\$42,000	\$42,000	0%
Subtotal Other Direct Costs	\$3,056,421	\$908,550	(\$2,147,871)	-70%
Total Expenses	\$4,590,676	\$2,476,118	(\$2,114,558)	-46%
			(\$0)	

Appendix C
SB 1 Sustainable Communities Formula Project
List

**California Department of Transportation
 SB 1 Sustainable Communities Formula Grants
 Metropolitan Planning Organization Project List**

MPO	Project Title	Project Description	Final Work Products/Deliverables	Grant Amount	Local Match Amount	Work Element Number	Fiscal Year of Funds
Madera County Transportation Commission	Sustainable Communities Strategy Development	Develop Sustainable Communities Strategy as part of 2026 Regional Transportation Plan including public outreach, performance measures, technical analysis and final SCS report	Public Outreach Report, Technical Methodology, Performance Measures Analysis, GHG and VMT Reduction Analysis, Forecasting and Travel Model Scenario and Travel Model Scenario Activities, Final SCS, SCS Submittal Package	\$ 27,444	\$ 3,556	106.2-F	2025-26
Madera County Transportation Commission	Travel Demand Model Update	Update of the regional travel demand model in support of the development of the RTP, SCS analysis, and Federal air quality conformity	New Model, Model Documentation, Training Materials, Memos	\$ 170,700	\$ 22,116	109.0-F	2026-27

Appendix D

Certifications and Assurances

To be submitted with the Final OWP

Appendix E

Certification of Restrictions on Lobbying

To be submitted with the Final OWP

Appendix F
Planning Funds – Eligible Uses

Sample Eligible and Ineligible Regional Transportation Planning Activities

As the name indicates, transportation planning funds (FHWA PL and FTA Section 5303) are to be used for activities associated with the Metropolitan planning process (23 CFR 450). Similarly, State RPA is allocated to the 26 rural RTPAs for filling the regional transportation planning requirements of Government Code Section 65080. A wide variety of regional transportation planning activities are eligible for transportation planning funds. The information in this Appendix is illustrative, not inclusive.

Eligible Activities include, but are not limited:

Regional Coordination & Consultation

- Participate in Federal and State Clean Air Act transportation related air quality planning activities.
- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Establish and maintain formal consultation with Native American Tribal Governments enabling their participation in local and state transportation planning and programming activities.
- Create, strengthen, and use partnerships to facilitate and conduct regional transportation planning activities among California Department of Transportation (Department), MPOs, RTPAs, Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.
- Coordinate with partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information on the regional, interregional, state highway system.
- Coordinate with partners to implement the MAP-21/FAST Act performance-based approach in the scope of the transportation process.
- Develop joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
- Holding conferences and other technical meetings provided that the cost: (1) must be incurred for an activity that is eligible for the category of funds being used (e.g., PL funds can only be used for eligible metropolitan planning related activities); and (2) must be allowable under the Office of Management and Budget's (2 CFR 200) cost principles for the agency that incurs the cost. Additionally, the basic guideline for allowability of a cost is that the cost be necessary and reasonable "for proper and efficient performance and administration of the Federal awards" (i.e., Federal grant, project, etc.). The cost

principles indicate that the cost of conferences or other meetings may be allowable for reimbursement when the primary purpose is the dissemination of “technical information.”

- Preparing for and attending board meetings – staff time for these meetings is eligible as an *indirect* cost and included in an ICAP because these meetings usually discuss matters beyond regional transportation planning (e.g., project development or delivery activities). However, there may be some exceptions. If the board meeting is solely for the purpose of an MPO/RTPA, the OWP Work Element needs to justify how it is a direct cost.
- Association membership dues and staff time attending CALCOG meetings are eligible as an indirect cost and should be included in the ICAP because these meetings usually discuss matters beyond regional transportation planning (all lobbying activities associated with the organization are ineligible and should be segregated).
- MPO/RTPA Executive Director – the MPO/RTPA Executive Director’s time should mostly be recorded as an indirect activity. For example, when an Executive Director is meeting with staff or attending meetings on behalf of the agency, it is likely in an executive management capacity and therefore should be recorded as an indirect activity. There are instances when an Executive Director of a small MPO or RTPA can charge their time directly. In this instance, Executive Director’s time needs to be tracked by how they are functioning, that is, whether they are working in a technical capacity (direct activity) or an executive management capacity (indirect activity).
- OWP Development – only the development of the OWP document as it pertains to transportation planning and the CPG/RPA Work Elements should be in an OWP Development & Administrative-type Work Element. Other administrative and financial activities are also eligible and can be presented in one of the following options:
 - As *indirect* costs and should be included in an ICAP; or
 - The activities can remain in a single work element if the accounting system is able to segregate direct and indirect activities to support that non-CPG/RPA funds are used for indirect activities.

Regional planning documents, consistent with federal and state requirements:

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

Ineligible activities include, but are not limited to:

- Non-planning related TDA administration such as conducting Social Services Technical Advisory Committee, fulfilling TDA auditing requirements, processing TDA invoices and fund reports, TDA allocation and claims process, etc. (planning related activities such as

unmet transit needs assessment are eligible if they support the regional transportation planning process and RTP).

- Non-planning related transit administration should be funded with 5310, 5311, etc. including application development and assistance (review of 5310 applications and programming of funds as it relates to the TIP process are eligible planning activities).
- RHNA Process (portions may be eligible such as activities listed in Section I.3 Integrated Planning, but not RHNA process standalone task).
- Project development documents such as Project Initiation Documents and Project Study Reports.
- Review of project level EIRs is only eligible if it is to ensure consistency and compliance with the MPOs/RTPAs RTPs and other regional transportation planning plans and products.
- Habitat Conservation Plans; however, some activities may be eligible if tied to regional transportation planning requirements (e.g., the RTP).
- Implementation of a study, plan, or program (e.g., Traffic Impact Fee implementation).
- Project Delivery activities.
- City or county level transportation studies unless it is regionally significant or has a direct effect on the highway/transit system.
- Fulfillment of state or local mandates or requirements, unless it ties to a regional planning requirement (e.g., the RTP).
- Self-promotion/marketing of an MPO/RTPA is unallowable and ineligible.
- Lobbying.
- Legal fees for lawsuits/litigation (23 CFR 450.306(e)).
- Project design, engineering, and construction.
- Food and beverages at meetings (2 CFR 200.432) are typically an unallowable use of CPG funds. It needs to be justifiable, reasonable and necessary, such as for a public outreach meeting that would have low attendance otherwise. Food and beverages for staff (unless on travel status) and normal TAC meetings are unallowable and ineligible activities that cannot be reimbursed.
- Association membership dues and staff time attending NARC, AMPO, NSSR, etc. if lobbying and planning activities are not segregated.

Appendix G

Resolution

To be submitted with the Final OWP

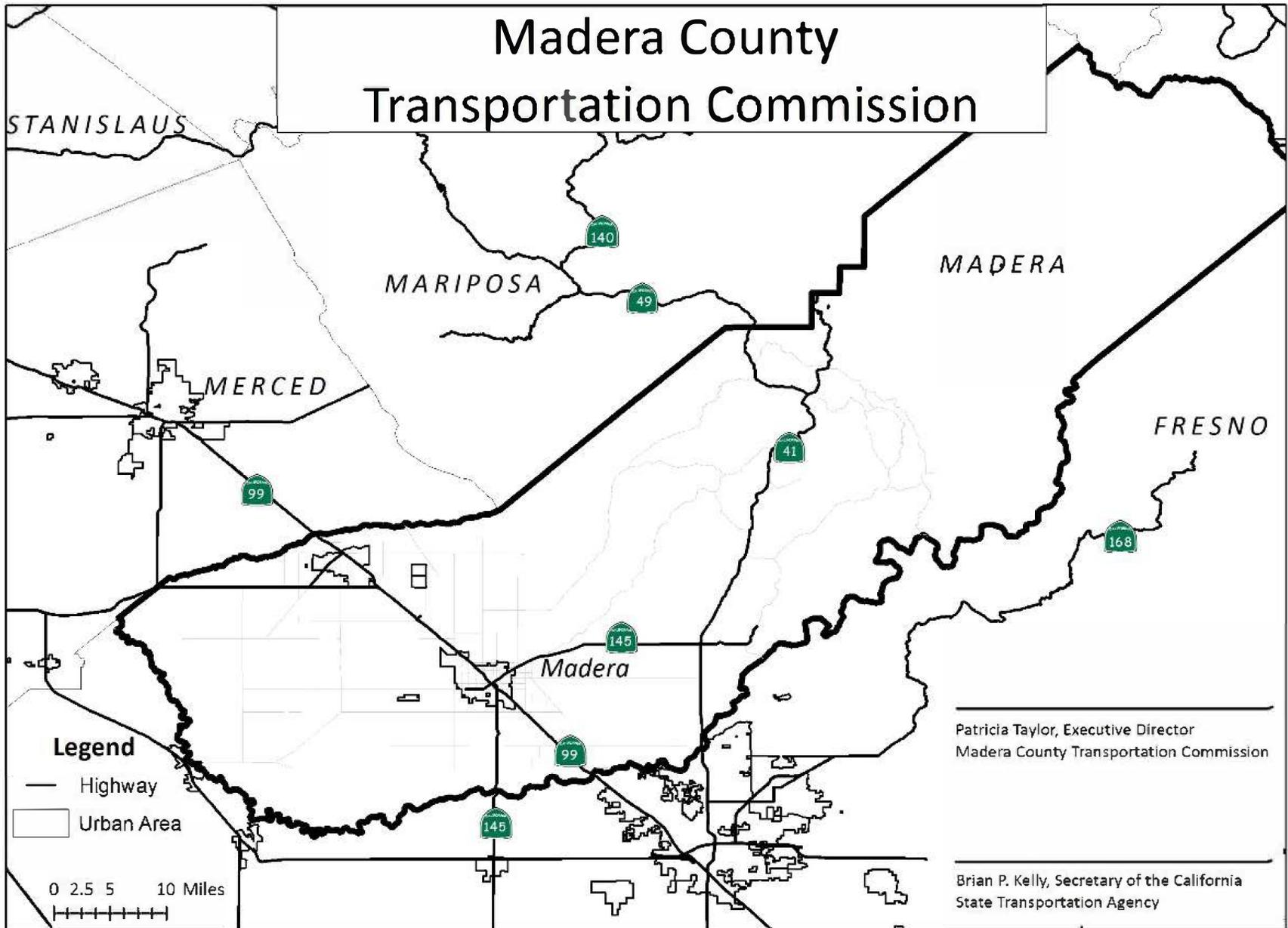
Appendix H

Other Planning Activities

To be submitted with the Final OWP

Appendix I
MPO Planning Boundary

Madera County Transportation Commission



Legend

- Highway
- Urban Area

0 2.5 5 10 Miles

Patricia Taylor, Executive Director
Madera County Transportation Commission

Brian P. Kelly, Secretary of the California
State Transportation Agency

Appendix J

Public Participation Outreach Chart

**Madera County Transportation Commission
Public Engagement FY 2026/27**

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

Appendix K

Caltrans, FTA and FHWA Comments

California Department of Transportation



DISTRICT 6 OFFICE
1352 W. Olive Avenue | Fresno, CA, 93728-2818
District Phone (559) 981-7283 | District Fax (559) 488-4195 | TTY 711
www.dot.ca.gov

March 28, 2025

Ms. Patricia Taylor
Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93627

Dear Ms. Taylor:

Thank you for the opportunity to review the Madera County Transportation Commission Draft Overall Work Program (OWP) for Fiscal Year (FY) 2025-26. The California Department of Transportation (Caltrans) has provided comments in the *comment matrix* below.

As a reminder, the Final OWP package is due to Caltrans by May 9, 2025. The following items must be included in the final OWP package:

- The comment matrix with agency comments/response section completed acknowledging Caltrans comments on the draft OWP. The response needs to demonstrate where Caltrans comments were addressed within the Final OWP.
- Electronically signed Overall Work Program Agreement (OWPA)
- Budget Revenue Summary (BRS)
- Board Resolution approving the OWP
- Electronically signed Certifications and Assurances
- Final OWP and Appendices

Enclosed for your reference is Attachment "A" Planning Activities in the Madera County region. If you have questions, please contact Sandra L. Scherr at (559) 981-7281 or via email Sandra.L.Scherr@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Caleb Brock', written over a circular stamp or seal.

CALEB BROCK
Chief, Office of Multimodal Transportation Planning
Caltrans District 6 Division of Transportation Planning & Local Programs

Attachment A: FY 25-26 MCTC - Planning Activities in Madera County

copy: FHWA – Michael Morris
FTA – Mervin Acebo
Caltrans HQ Liaison – Camilo Juarez



Comment:	Agency Response	Caltrans Response/Review
General Comments:		
<p>Key sections of the OWP, including the Work Element narrative sections, the tasks/activities, and final products and deliverables, appear unchanged from the FY 2024-25 OWP. Annual updates are crucial to ensure the document reflects MCTC's current priorities, strategies, and goals.</p> <p>Annually updating the OWP is essential to address changing transportation needs, priorities, and funding structures while ensuring alignment with regional objectives. Updated OWPs enhance transparency, accountability, and effective communication with stakeholders and State and Federal partners.</p>	<p>MCTC staff has reviewed and updated the text, as needed, to reflect the FY 25/26 strategies and goals.</p>	
<p>Per FHWA and FTA's updated guidance, MCTC must include in the introduction/prospectus section, a discussion of the certification review findings, recommendations, and/or correction actions from MCTC's last certification review.</p>	<p>As a small MPO, MCTC does not undergo certification review, thus, no discussion is included in the OWP.</p>	
Work Element Specific Comments:		
<p>Work Element 104 – Oakhurst Multimodal Corridor Study</p> <ul style="list-style-type: none"> This appears to be a WE from FY 22-23 as indicated. If still active, all aspects of the WE must be updated for FY 25-26. 	<p>MCTC's portion of this element was funded using the FY 22/23 Senate Bill 1 Formula Grant, it is not however a FY 22/23 work element.</p> <p>The Target Date/Frequency Completion table has been adjusted to reflect this time period for task activities in FY 25/26 as well as the total task timeline should it begin or end outside of FY 25/26.</p>	



<p>Work Element 106 F – Sustainable Community Strategy (all sub WEs):</p> <ul style="list-style-type: none"> Identify work product(s) for FY 23-24 based on activities listed. Task table for each sub WE must include work activities for FY 25-26 (July 2025-June 2026) Any work activities continuing past FY 25-26, identify these in a future activities section. Work carries over several FYs with several FYs of funding, so would have current year tasks and future tasks for each of the sub WEs. Work products for each FY, except for FY 23-24, are clearly identified. 	<p>Work products for FY 23/24 have been added.</p> <p>The Target Date/Frequency Completion table has been adjusted to reflect the time period for task activities in FY 25/26 as well as the total task timeline should it begin or end outside of FY 25/26.</p> <p>The Target Date/Frequency Completion table has been adjusted to reflect the time period for task activities in FY 25/26 as well as the total task timeline should it begin or end outside of FY 25/26.</p> <p>The Target Date/Frequency Completion table has been adjusted to reflect the time period for task activities in FY 25/26 as well as the total task timeline should it begin or end outside of FY 25/26.</p> <p>Work Products for FY 23/24 have been added.</p>	
<p>Work Element 602 – Air Quality Modeling</p> <ul style="list-style-type: none"> Task start and end dates fall outside of FY 25-26 period. Please revise dates. 	<p>The Target Date/Frequency Completion table has been adjusted.</p>	
<p>SB1 Project Listing</p> <ul style="list-style-type: none"> Per SB 1 Formula eligibility requirements, final Work Products/Deliverables must be broken out for each FY individually instead of a blanket set of deliverables for all three years of funding. 	<p>The Project Listing table has been updated.</p>	



Comment:	Agency Response	Caltrans Response/Review
FHWA/FTA Comments:		
<ul style="list-style-type: none"> No Comments 		
Headquarters Comments:		
<p>Office of Federal Programming and Data Management Work Element 101- Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report</p> <ul style="list-style-type: none"> The development of the RTP/SCS has involved robust stakeholder engagement, emphasizing tailored outreach efforts to disadvantaged communities. Strategic use of online platforms, particularly during the COVID-19 pandemic, ensured broad and inclusive public participation. The 2022 RTP employs performance measures to prioritize projects, considering environmental impacts, safety improvements, and equitable access to transportation. This framework will continue to shape the development of the 2026 RTP/SCS, providing a consistent and equitable approach. For narrative accuracy, the document should reflect that voters approved the Measure T extension in 2024, with its expiration set for 2047. This ensures consistency and clarity throughout the narrative. The document should consistently reference the January 2024 update to the California Transportation Commission's RTP Guidelines. Incorporating the most current standards will enhance the planning process and maintain relevance. <p>Work Element 501- Transportation Program Development</p> <ul style="list-style-type: none"> The WE should explicitly define the four-year FTIP implementation timeline and clearly articulate its alignment with CAPTI goals, such as expanding active transportation and zero-emission vehicle infrastructure. This ensures a comprehensive understanding of timelines and priorities. 	<p>Acknowledged.</p> <p>Acknowledged.</p> <p>Where appropriate, references to Measure T have been edited to read: voters approved the Measure T extension in 2024, with its expiration set for 2047.</p> <p>Acknowledged.</p> <p>Information added to page 101. CAPTI information is already in the document on page 101.</p>	



For enhanced clarity, the WE should clearly designate 'RSTP,' 'CMAQ,' and 'CRP' as federal funding programs. It should also detail MCTC's decision-making process within the framework of federal program guidance to provide transparency and understanding.

- The WE should explicitly highlight MCTC's coordination mechanisms with agencies like Caltrans and local transportation entities, emphasizing collaborative efforts in transportation planning. This fosters a clearer understanding of inter-agency roles and contributions.
- To ensure compliance with "use it or lose it" funding requirements, the WE must specify the required frequency of AB 1012 Obligation Plans (e.g., monthly or quarterly) and clarify how these plans track project obligations to mitigate any risk of fund loss.

Work Element 502 - Project Coordination and Financial Programming

- The WE must explicitly state whether a Project Study Report is required for all projects or only for those seeking specific funding sources. This clarification ensures transparency and eliminates ambiguity regarding project readiness.
- To demonstrate proactive monitoring, the WE should include specific examples of recent or anticipated regulatory changes, such as the implications of CAPTI or IIJA. This approach moves beyond generic references to 'State/Federal requirements' and highlights the adaptability of the framework.
- The WE should provide a clear explanation of the 'accepted performance measures' used to prioritize projects in the FTIP and RTP. This elaboration will enhance understanding by contextualizing how these measures inform decision-making.
- Task 502.2 should detail the specific support provided to local agencies, including MCTC staff's role in guiding them through regulatory requirements. This addition will clarify how staff support ensures timely and efficient project delivery.

These funding sources are already identified as Federal Funds on pages 101-102. The decision-making process is already identified on pages 101-102.

This information is present throughout the OWP.

This information is already included on pages 102-103. Additional clarification is added on page 103.

Clarification added to pg. 106.

MCTC staff actively participates in meetings and workshops, and reviews documents that involve CAPTI and IIJA, and adjust work tasks, as needed. Performance measures are clearly discussed throughout the document. There is WE 604 that is dedicated to the topic.

Text added to page 107.



<p>Office of Air Quality and Climate Change</p> <p>Regarding the conformity elements included in the OWP, Caltrans recommends MCTC include a list of the NAAQS for which their region is designated non-attainment and/or attainment/maintenance by U.S. EPA, including the year (ie. 8-Hour Ozone (2008)). Please refer to U.S. EPA's Greenbook: https://www3.epa.gov/airquality/greenbook/anayo_ca.html</p>	<p>This is already included in the OWP.</p>	
<p>Office of Aeronautics</p> <p>Caltrans' Division of Aeronautics (Division) commends MCTC for their efforts to update the Aviation Elements of their Overall Work Program (OWP).</p> <p>It should also be noted that the Airport Land Use Compatibility Plan (ALUCP) for the Madera County was last adopted in September of 2015. The California Airport Land Use Planning Handbook states that an ALUCP should have a comprehensive review and update at least every five years.</p> <p>Since the plan will be due for an update soon, the ALUCP may wish to consider applying for a grant for the update. We also commend MCTC for ensuring that the current 2015 ALUCP is available from the MCTC website for public to access.</p> <p>The Division recommends that regional planning agencies prepare, when appropriate, to address the following areas of future focus:</p> <ul style="list-style-type: none"> • Wayside equipment for electrified aircraft, and electric aviation in general. • Sustainable Aviation Fuel (SAF), currently in the testing stages for commercial aircraft, but will eventually trickle down to general aviation. • Improved ground access for multimodal transportation alternatives. • Advanced Air Mobility (AAM) infrastructure and concurrent land use zoning considerations. 	<p>Acknowledged.</p>	



In planning for additional housing development, special care must be included to prevent encroachment on airports, sustain healthy communities with a focus on equity when siting future development, and preserve the viability of the aviation system as an economic engine for the region.

Additional Resources:

California Airport Land Use Planning Handbook: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>

California Department of Transportation State Dollars for Your Airport: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/-/media/dot-media/programs/aeronautics/documents/1016-state-dollars-for-your-airport-october-2019-a11y.pdf>

Caltrans Local Airport Loan Program: [Airport Loans | Caltrans](#)

Caltrans Aeronautics provides an Airport Land Use Compatibility training program tailored for Airport Land Use Commissions (ALUC) and local planning staff upon request. This program is designed to familiarize participants with the airport land use compatibility process, criteria, and to address any specific questions or concerns that Commissioners or planning staff may have.

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Comment:	Agency Response	Caltrans Response/Review
Caltrans District 6 Comments		
<p>Local Development and Review Unit: Work Element: 101 - Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report - Pages: 47-48</p> <ul style="list-style-type: none"> • Ensure that the Sustainable Communities Strategy (SCS) aligns with local development plans, particularly for housing and mixed-use projects. • Engage local jurisdictions in the outreach process to maximize input from city planners and developers. 	<p>Acknowledged.</p> <p>Acknowledged.</p>	
<p>Work Element: 102.1 - Regional Early Action Planning Grants (REAP) 2.0 - Pages: 49-52</p> <ul style="list-style-type: none"> • Local governments should be actively supported in accessing REAP 2.0 funds for infrastructure improvements that facilitate infill development. • Consideration should be given to the zoning changes needed to accommodate the objectives of REAP 2.0. 	<p>This is already being performed.</p> <p>This is the responsibility of the local agencies.</p>	
<p>Work Element: 104 - Oakhurst Area Mobility Study - Pages: 53-56</p> <ul style="list-style-type: none"> • The study should incorporate future development projections to ensure mobility improvements meet long-term growth needs. • Ensure that sidewalk connectivity and bicycle facilities integrate with planned residential and commercial expansions. 	<p>Acknowledged.</p> <p>Acknowledged.</p>	



<p>Work Element: 106, 106.1, 106.2 - Sustainable Communities Strategy Development (FY 24-26) - Pages: 57-68</p> <ul style="list-style-type: none"> • Future land use changes in local plans should be modeled to assess transportation impacts. • The project should identify specific policy changes that local jurisdictions can adopt to facilitate the implementation of sustainable transportation strategies. 	<p>Acknowledged.</p> <p>Acknowledged.</p>	
<p>Work Element: 201 – Transit – Page: 77</p> <ul style="list-style-type: none"> • Expansion of transit services should align with anticipated growth areas in local housing and commercial projects. • Consider last-mile solutions, such as micro transit or shared mobility services, to enhance access. 	<p>Acknowledged.</p> <p>We encourage local agencies to implement alternative transit services, such as micro transit, to enhance access and provide last-mile solutions.</p>	
<p>Work Element: 301 - Active Transportation and Complete Streets Planning - Page: 87</p> <ul style="list-style-type: none"> • Prioritize complete streets improvements in areas with planned new developments. • Ensure that proposed pedestrian and bicycle improvements connect with existing and planned transit corridors. 	<p>Acknowledged.</p> <p>Acknowledged.</p>	
<p>Work Element: 401 - Highways, Corridors, and Routes of Regional Significance - Page: 92</p> <ul style="list-style-type: none"> • Address traffic impacts from new developments by coordinating with local agencies on transportation impact fees and mitigation measures. • Ensure that future highway expansions support economic development goals. 	<p>Acknowledged.</p> <p>Acknowledged.</p>	
<p>Work Element: 501 - Transportation Program Development - Page: 101</p> <ul style="list-style-type: none"> • The program should include funding strategies that local governments can leverage for road improvements in high-growth areas. 	<p>Acknowledged.</p>	



<p>Work Element: 601 - Travel Demand Model Management - Page: 110</p> <ul style="list-style-type: none"> The model should be updated with the latest local land use data to reflect expected growth trends. 	<p>Acknowledged.</p>	
<p>Work Element: 602 - Air Quality Modeling - Page: 115</p> <ul style="list-style-type: none"> Local development projects should be included in emissions forecasting to ensure compliance with air quality regulations. 	<p>Acknowledged.</p>	
<p>Work Element: 605 - Regional Traffic Monitoring Program - Page: 127</p> <ul style="list-style-type: none"> Traffic monitoring should focus on areas experiencing high growth to ensure adequate roadway capacity. 	<p>Acknowledged.</p>	
<p>Work Element: 701 - Public Participation Program - Page: 131-135</p> <ul style="list-style-type: none"> Local stakeholders, including developers and city planners, should be actively involved in shaping policies. 	<p>Acknowledged</p>	
<p>District 6 Transit Specialist: Work Element: 101 - Regional Transportation Plan/ Sustainable Communities Strategy and Environmental - Page: 46</p> <ul style="list-style-type: none"> Under Performance Management, it is recommended to include a prioritized activity: Ensure transit improvements are identified to include expanded service coverage and connectivity between urban and rural areas. 	<p>Acknowledged. The Performance Management section includes criteria that support expanded transit service coverage and connectivity, particularly for underserved and rural areas.</p>	
<p>Work Element: 201 - Transit - Page: 77</p> <ul style="list-style-type: none"> Tasks 201.3, Please consider hosting a listening session or organizing a virtual meeting in locations convenient for farmworkers and tribal members regarding the need for transit. 	<p>This function occurs annually as part of the UTN process.</p>	



<p>Work Element: 801 - Transportation Development Act - Page: 140</p> <ul style="list-style-type: none"> • Unmet Needs: Caltrans applauds MCTC continuation to hold and provide citizen participation through public hearing workshops to identify and document the transit needs of their residents. This process has been very successful for MCTC. MCTC works closely with the Madera Transit Advisory Board, the County of Madera, the City of Madera, the City of Chowchilla, the State of California, and tribal governments to ensure public transit is accessible to all. • MCTC is encouraged to continue to apply for the Caltrans Sustainable Transportation Planning grant program and other Infrastructure Investment and Jobs Act (IIJA) grant programs that focus on enhancing Transit in the County of Madera. These grant programs can help study and identify accessible transit, transit infrastructure, Microgrid Feasibility studies, and Electric Vehicle Charging stations for their city and surrounding communities. 	<p>Thank you for your comment.</p> <p>Acknowledged.</p>	
<p>Work Element: 202 - Rail - Page 81:</p> <ul style="list-style-type: none"> • Please continue to collaborate with Caltrans to improve access and identify funding opportunities for Transit specifically to the High-Speed Rail (HSR) station. Ensure that local roadways and infrastructure are enhanced to provide efficient access and accessibility for all residents and visitors. • Task 202.1, Review planning issues related to rail to ensure that Caltrans is part of the review process when a state route may serve as a primary access to the HSR. 	<p>Acknowledged.</p> <p>Acknowledged</p>	
<p>District 6 Tribal Liaison: Introduction - Pages: 7-10</p> <ul style="list-style-type: none"> • The MPO is recognized for its efforts to include a very detailed outline for consultation with Federally Recognized Native American Tribal Governments in their area. It is enlightening to know that MCTC understands the value of consulting with Tribal Governments in preparation for planning studies and programs affecting the tribes. 	<p>Acknowledged.</p>	
<p>Work Element: 201 - Transit - Page: 78</p> <ul style="list-style-type: none"> • The MPO is acknowledged for continuing to coordinate with the North Fork Rancheria Tribal Transit Program (NFRTP) on the unmet transit needs that impact the tribal community. 	<p>Acknowledged.</p>	



<p>Work Element: 701 - Public Participation Plan - Page: 131</p> <ul style="list-style-type: none"> • Caltrans applauds MCTC in its efforts to keep the Tribal partners included in their outreach efforts by participating in the Central Valley Tribal Environmental Justice project. It is recommended to provide a copy of or link to the report produced by this collaboration in the OWP or PPP. • Caltrans commends MCTC for assigning a staff person to serve as a tribal liaison to help strengthen government-to-government communication. 	<p>Acknowledged. A link to the document has been provided.</p> <p>Acknowledged.</p>	
<p>Smart Mobility and Sustainability Specialist: Bicycle and Pedestrian - Page: 27</p> <ul style="list-style-type: none"> • Caltrans thanks MCTC staff for their continued active transportation and complete streets efforts in the region. Additionally, soliciting community engagement is important to help leverage active transportation and complete streets initiatives by ensuring the projects are designed with the needs and input of those who will use them. 	<p>Thank you for your comment.</p>	
<p>Public Engagement Specialist: Work Element: 106.1F - Sustainable Communities Strategy Development Update – Fiscal Year 24-25 - Page 66:</p> <ul style="list-style-type: none"> • Task 106.03, The OWP should consider including a specific type of online engagement such as Instagram and Facebook. A general term “online was used. An engagement and outreach using different social media platforms is encouraged, such as Facebook, Thread, Instagram, and X (formerly Twitter). 	<p>Acknowledged.</p>	
<p>Work Element: 401 - Highways, Corridors, and Routes of Regional Significance - Page: 98</p> <ul style="list-style-type: none"> • Task 401.4, Please indicate what the “P” references in the feedback and comments on the development of the plan and assist with public engagement for the plan. 	<p>This typo has been corrected.</p>	
<p>Regional Planning Liaison: Work Element: 104 F – Oakhurst Mobility Study Project FY 22-23 - Page: 56</p> <ul style="list-style-type: none"> • Project cost should be included, and fiscal year updated. 	<p>Corrected. MCTC's funding commitment for this project is fulfilled, the activity remains listed as a work element since the project is</p>	



	ongoing and final deliverables will carry over into FY25/26.	
Work Element: 106 F - Sustainable Communities Strategy Development Fiscal Year 23-24 - Pages: 60-61 <ul style="list-style-type: none">• Tasks, Total percentage in the "Work Column" is greater than 100 %. Please revise.	Corrected.	
Work Element: 1001 - Overall Work Program - Page: 155 <ul style="list-style-type: none">• No local match was identified. Please review Revenue by Source and revised as needed. If revision is made, please update the Budget Review Summary, accordingly.	This Fiscal year, the WE is funded with 100% local funds.	
Work Element: 101 – Regional Transportation Plan / Sustainable Communities Strategy and Environmental Impact Report - Page: 47 <ul style="list-style-type: none">• Review Revenue by Source Table. Total cost is different than what was identified on Budget Revenue Summary.	Corrected.	
Climate Change Specialist: <ul style="list-style-type: none">• Caltrans District 6 appreciates how the MCTC OWP outlines, and plans to address, climate change adaptation and GHG mitigation/reduction strategies within Madera County.	Corrected.	