



OVERALL WORK PROGRAM

FISCAL YEAR 2019-2020





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Fiscal Year 2019-2020

Madera County Transportation Commission
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ACRONYMS

AB	Assembly Bill	SRTDP	Short Range Transit Development Plan
ADA	Americans with Disabilities Act	SSTAC	Social Service Transportation Advisory Council
AWP	Annual Work Program	STA	State Transit Assistance
CALTRANS	California Department of Transportation	STIP	State Transportation Improvement Program
CAG	County Association of Governments	TAB	Transit Advisory Board
CATX	Chowchilla Area Transit Express	TAC	Technical Advisory Committee
CIP	Capital Improvement Plan	TAZ	Traffic Analysis Zones
CMAQ	Congestion Mitigation Air Quality	TCM	Traffic Control Measures
COG	Council of Governments	TDA	Transportation Development Act
CTC	California Transportation Commission	TDP	Transit Development Plan
DBE	Disadvantaged Business Enterprise	VMT	Vehicle Miles Traveled
EIR	Environmental Impact Report	YARTS	Yosemite Area Regional Transportation System
EPA	Environmental Protection Agency	YATI	Yosemite Area Transportation Information
FAST ACT	Fixing America's Surface Transportation Act		
FHWA	Federal Highway Administration		
FTA	Federal Transit Administration		
FTIP/TIP	Federal Transportation Improvement Program		
GHG	Greenhouse Gas		
GIS	Geographic Information System		
HPMS	Highway Performance Monitoring System		
HSIP	Highway Safety Improvement Program		
IIP	Interregional Improvement Plan		
IPG	Intermodal Planning Group		
LTF	Local Transportation Fund		
MAP 21	Moving Ahead for Progress in the 21 st Century		
MAX	Madera Area Express		
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		
PAC	Policy Advisory Committee		
PM-2.5	Particulate Matter (2.5 micros or less)		
PM-10	Particulate Matter (10 microns or less)		
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		
SIP	State Implementation Plan		
SJVAPCD	San Joaquin Valley Air Pollution Control District		
SHOPP	State Highway Operation and Protection Program		

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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 into 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, approximately 18 miles north of Fresno. The County has an average altitude of 265 feet ranging from 180 to 13,000 feet above sea level. The San Joaquin River forms the south and west boundaries with Fresno County. To the north, the Chowchilla River forms a portion of the boundary with Merced County. Mariposa County forms the remainder of the northern boundary.

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

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

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

ORGANIZATIONAL CHART

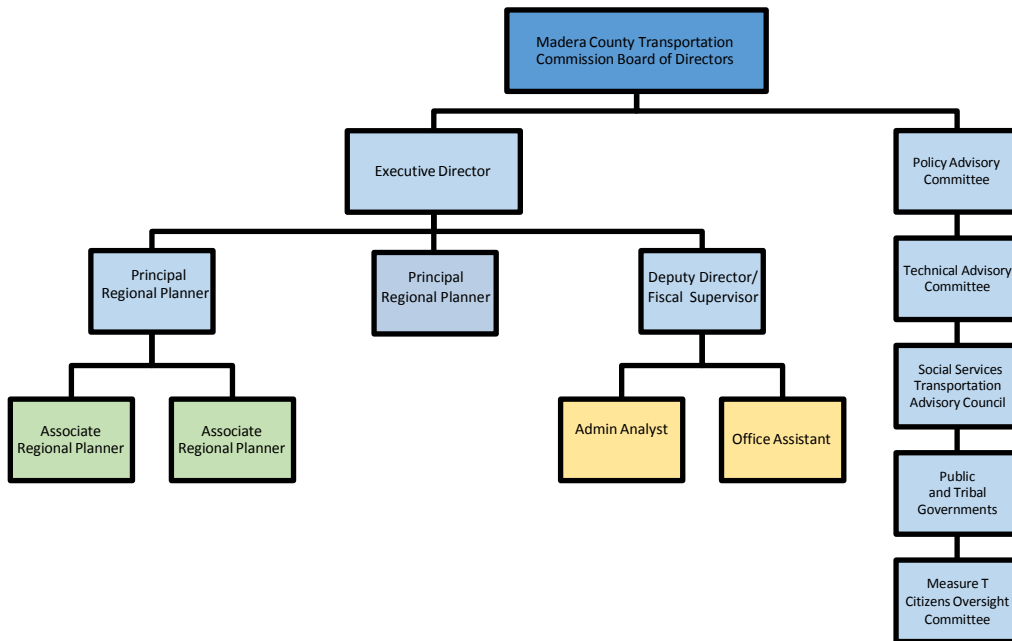
MCTC is organized into a Board of Directors supported by the Policy Advisory Committee and the Technical Advisory Committee. MCTC staff includes an Executive Director; a Deputy Director/Fiscal Supervisor; two Principal Regional Planners; two Associate Regional Planners; an Administrative Analyst; and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

The 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 shall be appointed by the member agencies. Each member agency designates at least one alternate who shall be an elected member of the designated agency.

The Policy Advisory Committee (PAC) has the same membership as the Board with the addition of one (1) person representing the Caltrans District 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 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 also invited to participate in the monthly TAC meetings. The TAC reviews staff work conducted pursuant to this Overall Work Program; advises MCTC and PAC 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



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

COOPERATIVE AGREEMENTS

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

Caltrans/Madera County Transportation Commission MOU – Comprehensive Transportation Planning

This is the Memorandum of Understanding (MOU) between 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; establishes responsibility for development of the Overall Work Program and agency budget; identifies State funding available to MCTC for maintenance of the planning program; and establishes accounting and auditing procedures. This MOU was first adopted in September 1973 and was most recently updated in February 2017. The MOU is designed to reflect MCTC’s planning responsibilities required pursuant to Federal

transportation legislation and the Federal Clean Air Act Amendments of 1990. It also addresses State requirements related to implementation of Senate Bills 45 and 375.

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

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

The eight San Joaquin Valley transportation planning agencies have executed a Memorandum of Understanding in response to requirements for a coordinated, comprehensive regional planning process contained in Federal transportation legislation. Specifically, this MOU (updated in 2006) provides for the close coordination of planning activities where interregional issues are involved. Areas currently being coordinated are the Regional Transportation Plan, the Transportation Improvement Program, air quality conformity process, transportation control measures, and transportation modeling. The MOU establishes a strong working relationship between the eight existing transportation planning agencies and satisfies Federal transportation legislation requirements to have a cooperative agreement between agencies located within the nonattainment area boundaries. The San Joaquin Valley Air Basin is designated as a nonattainment area for 8-hour ozone and particulate matter under 2.5 microns in diameter (PM2.5) and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). The MOU also formed the Regional Policy Council, which is comprised of two elected officials from each of the eight San Joaquin Valley Counties. The purpose of the Policy Council is to develop a process and framework for establishing formal San Joaquin Valley positions on issues where valley wide consensus exists.

Madera County Transportation Commission and Member Agency Working Agreements

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

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

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

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 SJV511 website and associated hardware running the website to the members of the MOU.

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

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 (SJPA) 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 SJPA 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 in particular through participation on the Technical Advisory Committee.

There is a high level of interregional coordination required in order to respond to Federal transportation and air quality planning requirements. This coordination includes periodic meetings and workshops for

policy board members and consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments within the eight county valley area. There is staff coordination which includes attendance at monthly valley Council of Government (COG) director's meetings, formal staff working groups involved in preparation of the Regional Transportation Plans and Programs, traffic modeling, air quality modeling and conformity, Intelligent Transportation System (ITS), geographic information system development, congestion management, and other issues of valley-wide concern.

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

NATIVE AMERICAN TRIBAL GOVERNMENT REQUIREMENTS FOR TRANSPORTATION PLANNING AND PROGRAMMING

Introduction

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

Requirement to Consult

Consultation with Resource Agencies

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

Native American Tribal Government Consultation and Coordination

23 CFR part 450.316(c) requires that when the MPO includes Tribal lands, the MPO shall appropriately involve the 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 and Picayune Rancheria Chukchansi Indians 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 a number of factors including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

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

Consultation

The Executive Director or his/her designee is the designated MCTC official with principal responsibility for 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, STIP, RTIP), Regional Transportation Plan (RTP) and Overall Work Program (OWP)

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

- Initiate consultation by letter from the executive director or his/her designee to the agency and tribal chairperson.

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

Transit studies, unmet transit needs hearing, transit needs assessment

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

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

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

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

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

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

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

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

Coordinate amongst planners and engineers in local agencies and tribes:

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

CITIZEN PARTICIPATION

MCTC provides opportunity for citizen participation through the public hearing process. Staff developed a Public Participation Plan (last updated the plan in July of 2016), 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 post. In addition, the Social Services Transportation Advisory Council (SSTAC) provides an excellent forum for discussion of issues of concern to recipients of public transportation services.

New Federal legislation has placed an increased emphasis upon effective community involvement. 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 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 on the basis of 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. Department of Transportation (DOT), 49 CFR Part 26. MCTC has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, MCTC has signed an assurance that it will comply with 49 CFR Part 26.

TRANSPORTATION PLANNING PROCESS

Transportation planning is a continuous process driven by the need to provide a safe and efficient system of transportation facilities and services to the public. There are a number of significant forces which influence the delivery of transportation projects and services and the process must be sufficiently open to allow for fair hearing of the various positions of the client population. There is an array of Federal and State laws, procedures, and guidelines which control transportation planning which effectively establishes the framework that 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 2018 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 September 19, 2018 by the MCTC Policy Board. The RTP is organized to present a comprehensive set of transportation goals, policies and objectives for Madera County. It then presents a discussion of the current conditions and an action plan for transportation improvements. This is organized generally by modal elements such as streets and highways, public transportation, rail, aviation, bicycle and pedestrian, as well as specific issues such as transportation demand management, transportation control measures, and Blueprint planning. The final section evaluates fiscal resources available for plan implementation. The plan is required to look at least twenty years into the future and is also required to be financially constrained. This means that only projects which have a reasonable expectation of being funded in the twenty year time frame are to be shown in the RTP.

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

The 2018 RTP incorporated a Sustainable Communities Strategy (SCS) in compliance with the greenhouse gas reduction requirements of SB 375. The SCS element of the RTP demonstrates the integration of land use, transportation strategies, and transportation investments within the RTP. This new requirement was

put in place by the passage of California Senate Bill 375, with the goal of ensuring that the MCTC region can meet its regional greenhouse gas reduction targets set by the California Air Resources Board (ARB).

Air Quality Conformity Requirements

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

Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) is the vehicle by which transportation projects are advanced for funding. The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short range programming document and generally shows projects within the four year or quadrennial element. Additional years or “out years” project listings are included when the information is available. The 2019 FTIP was adopted in September 2018, receiving Federal approval in December 2018. The 2021 FTIP is scheduled for adoption in Summer 2020.

Projects to be included in the FTIP are derived from recommendations contained in the Regional Transportation Improvement Program and Regional Transportation Plan. Additionally, CMAQ, 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 2018 Regional Transportation Plan (RTP), 2019 Federal Transportation Improvement Program (FTIP), and related Air Quality Conformity were adopted in 2018. MCTC will continue implementing important projects that include the advancement of highway, bike, pedestrian and transit projects as part of the 2018 FTIP, until December 2020.

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 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 assure that projections are consistent. Agency land use plans are particularly important in this regard since these provide the basis of future traffic patterns and characteristics. Madera County's General Plan was last updated in 1995. The City of Madera adopted an updated General Plan in 2009. The City of Chowchilla adopted an updated General Plan in 2016.

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

Analysis of Future Transportation Need and Alternative Transportation Improvements

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 to satisfying demands for air quality analysis for valley wide air planning studies and for plan, program and project conformity requirements.

Refinement of the Regional Transportation Plan through Special Studies

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

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

Also, 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.

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

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

COMPREHENSIVE PLANNING PROCESS

PLANNING AREA

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

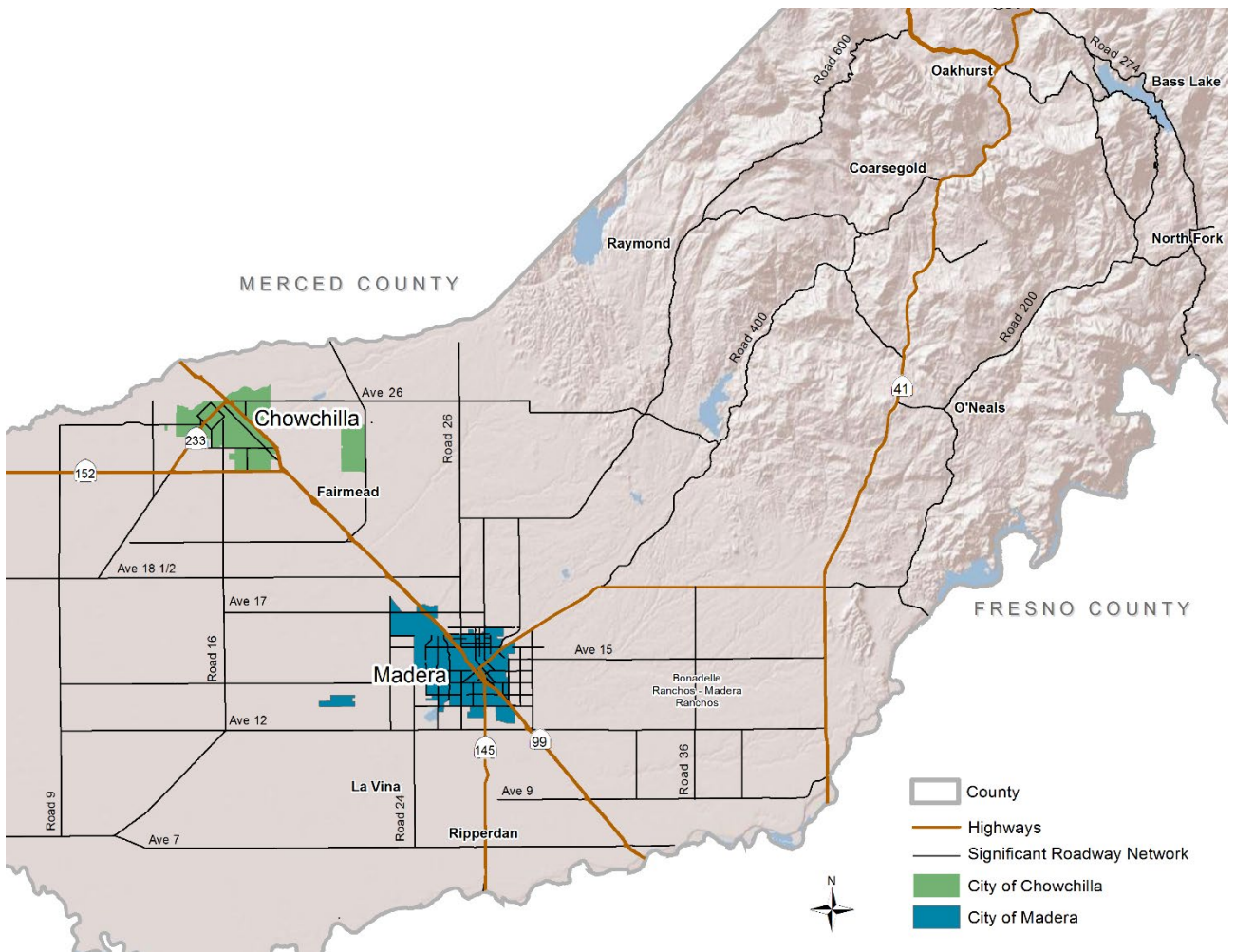
Madera County is characterized as rural with an estimated population of 159,536 in 2019. In 2019, the California Department of Finance (DOF) estimated that 66,419 people reside in the City of Madera (42%); 18,742 in the City of Chowchilla (12%); and 74,375 in the unincorporated area (46%). Since 2000, when Madera County's total population was 123,109 there has been an approximate 29% increase in population. Much of this growth occurred in the incorporated areas of the county. According to the 2010 Census, 93,485 persons, or 62% of the county population falls under the category of racial minority. Figure 3 displays a population density map of the County.

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

Employment is based on agriculture and forestry (30.6%), services (19.6%), government (18.9%), wholesale and retail trade (14.4%), manufacturing (8.5%), and construction and mining (3.9%). There is a relatively high regional unemployment rate at 8.2% (2018 EDD) which reflects a need for development of more employment opportunities within the county. Over the last ten years, service industries, construction, and retail trade have shown the fastest growth rates. Madera County has more workers than jobs. In 2010, an estimated 12,000 county residents were commuting to jobs outside the county, primarily to Fresno County.

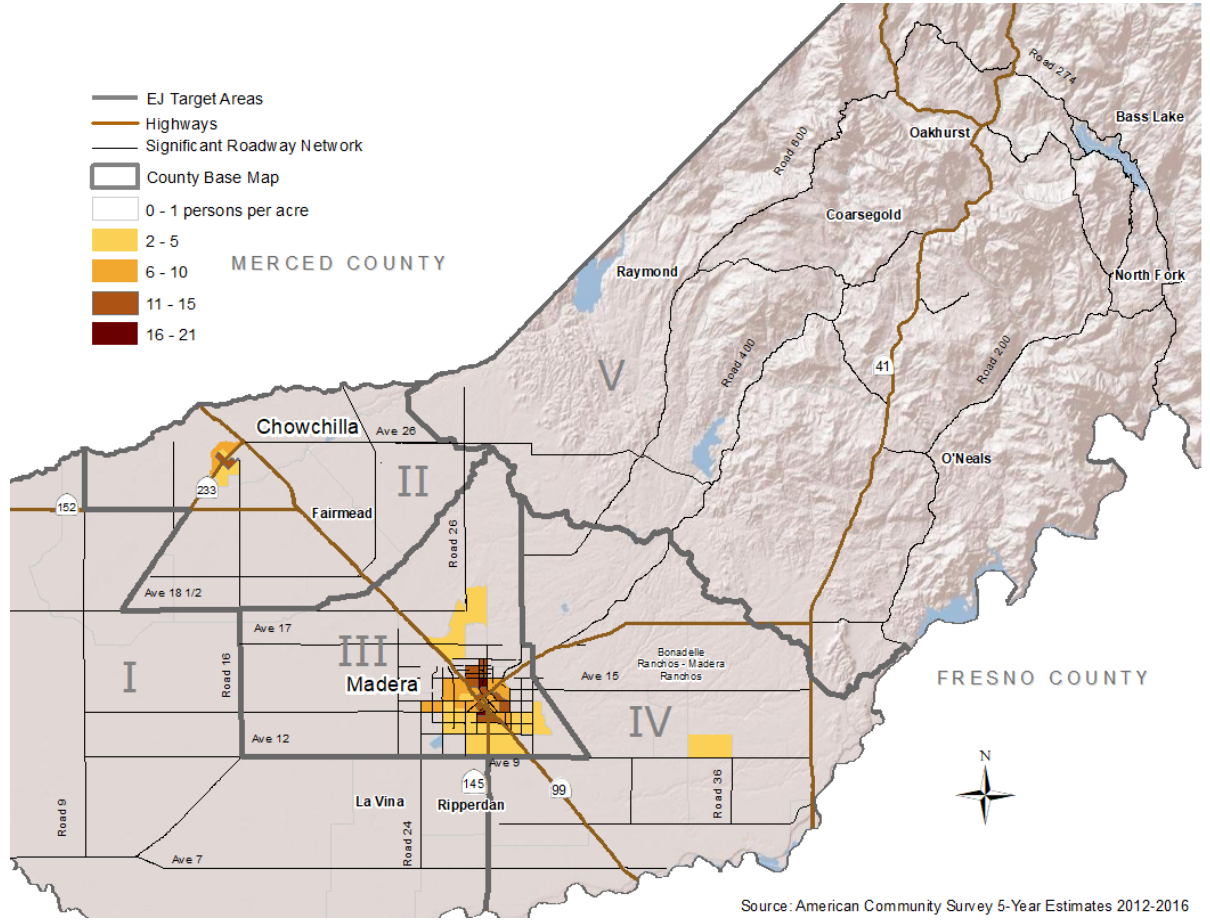
Madera County's significant regional characteristics define its goals and priorities as it relates to transportation planning. Madera County is primarily an agriculture county. Commercial, Industrial and Tourism activities are important employment generators for the county. It is important that the County provide 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



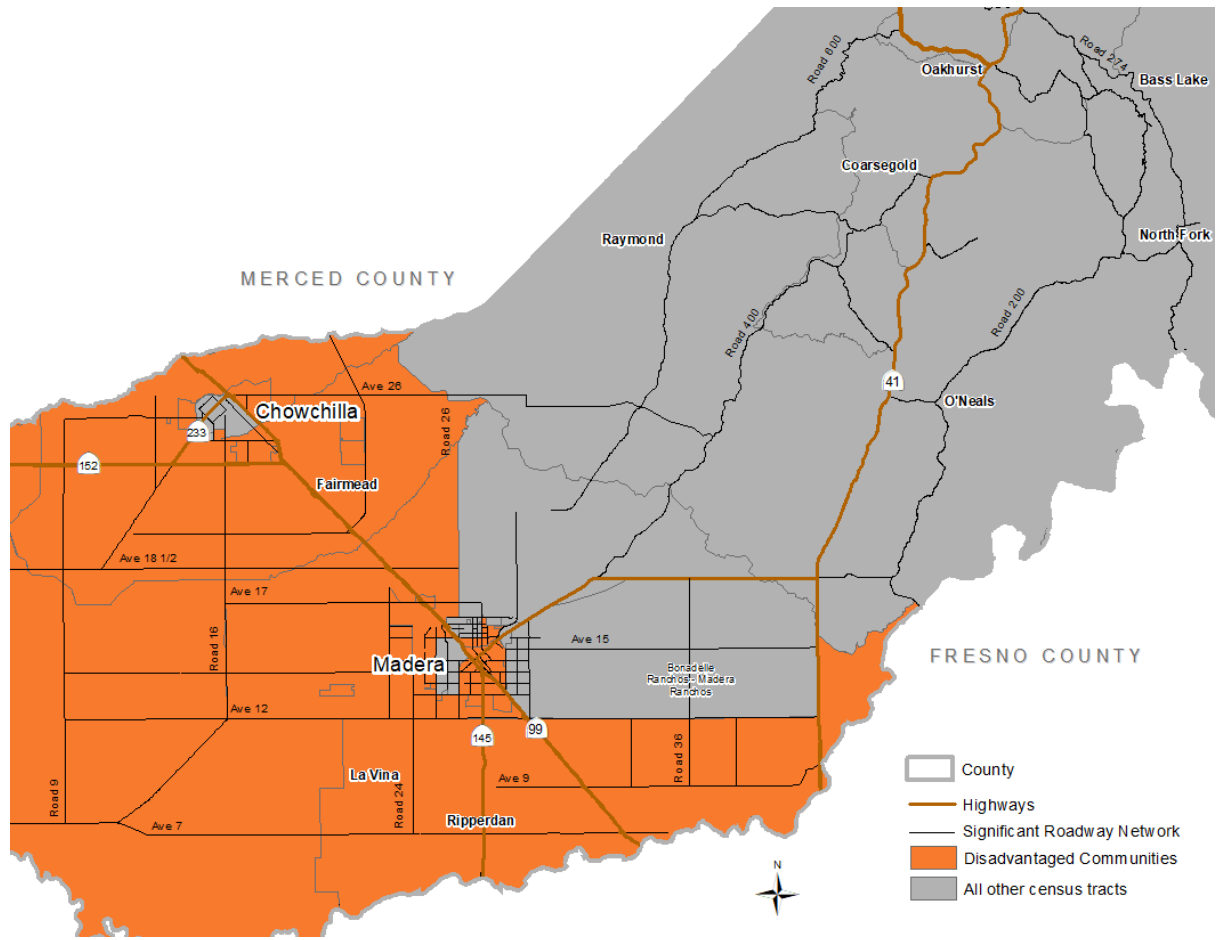
Geographical overview of Madera County highlighting the regional street and highway network and other important transportation features

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

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

Local Transportation Commission (LTC)

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

Metropolitan Planning Organization (MPO)

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, coordinated, and comprehensive transportation planning process for Madera County. An integral element of this planning process is the annual development and adoption of this Overall Work Program (OWP).

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

Measure “T” Planning and Administrative Responsibilities

In 2006 the voters of Madera County passed Measure “T”, a local sales tax initiative. Measure “T” provides a 1/2 cent sales tax override for a period of 20 years. The proceeds are distributed according to the Measure “T” Investment Plan for transportation improvement projects within Madera County. The 2006 Madera County Transportation Authority was created to administer the proceeds of Measure “T”. Pursuant to a Memoranda of Understanding with the Authority, 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.

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 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 streets and roads purposes following a finding that all public transportation needs are being reasonably met.

Madera County Transportation Authority

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

Transportation Demand Management Program Funding

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

Caltrans' Sustainable Communities Grant Program

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

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, and monitoring activities performed by the Regional Transportation Planning Agencies relative to the development and advancement of projects for inclusion in the Regional Improvement Program (RIP). The Madera County Planning Programming and Monitoring (PPM) funding for the proposed five-year 2018 STIP period is as follows: FY 2018/19 - \$120,000; FY 2019/20 -\$0; FY 2020/21 - \$93,000; FY 2021/22 - \$92,000; and FY 2022/23 - \$91,000.

Federal Funding

Federal Highways Administration (FHWA-PL and Partnership Planning)

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

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

Federal Transit Administration

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

FTA Section 5303 – made directly available to the agency to support urban transit planning activities; and FTA Section 5304; 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 to collect and administer a DMV registration surcharge applied to each county in the San Joaquin Valley. The District makes approximately \$62,000,000 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 upgrade to agency technical capabilities. Continuous work is required in order 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 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 of the “local share”, which is 75% of available STIP funds. MCTC also has responsibilities related to project planning, programming and monitoring. In order to more effectively meet local transportation needs, MCTC takes a long range look at needed major improvement projects and establishing some priority for delivery. An adequate level of funding remains a serious issue for MCTC.

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 being enhanced in order to provide a better response to local needs as well as an array of new planning and information requirements emanating from MAP-21, FAST Act, as well as requirements of Senate Bill (SB) 45. The current Overall Work Program responds to State and Federal guidelines by identifying projects which continue development of basic planning tools and information which will provide the basis for required future planning. Specifically, the continuing development of a 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 establishment of geographic information system capabilities in coordination with the other San Joaquin Valley transportation planning agencies provides the basis for developing and maintaining databases related to transportation modes. Of particular use will be an inventory of countywide street and highway facilities.

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

PUBLIC AND SOCIAL SERVICE TRANSPORTATION

The Social Service Transportation Advisory Council, 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 Area Express (MAX), and a demand – response compliment, Madera Dial-A-Ride (DAR). The City of Madera introduced a major expansion of MAX in the summer of 2016. The expansion provides more frequent bus service on Route 1, reducing headways

from 35 to 30 minutes. The College Route Express, launched in January 2018 by the City of Madera, runs as an express service to the Madera Community College Center (MCCC) with limited stops throughout the city. The route operates Monday through Friday from 7am to 5pm and departs every 15 minutes past every hour. In recent years, the City of Madera has made substantial improvements to its bus shelters and amenities. Forty new shelters were installed in December 2012 and an additional 21 bus shelters were installed in June 2017. The City has integrated 12 Compressed Natural Gas (CNG) buses into its MAX fleet, including two being used as backups. The City of Madera plans to relocate and expand the MAX offices, parking facilities, and maintenance yard into a consolidated transit facilities depot. The City of Chowchilla operates Chowchilla Area Transit Express (CATX), a demand-response system. The CATX service area includes Chowchilla- Fairmead and its outlying areas including the Central California Women's Facility and Valley State Prison. The County of Madera initiated a demonstration inter-city fixed route system, the Madera County Connection (MCC), in July of 2001. The County, by recommendation of the SSTAC, expanded MCC to include the communities of La Vina, Ripperdan, and Eastin Arcola in late 2002. The County operates a demand-response Senior Bus service that operates Oakhurst - Bass Lake - Coarsegold area. As a volunteer driver program, the Escort Service provides transportation from Eastern Madera County into Madera and Fresno for medical appointments. Effective September 2017, the Madera County Public Works/Transit Department, in cooperation with the Community Action Partnership of Madera County and the Raymond Community Association, announced the new Escort Program expansion to residents of Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm. The Madera Intermodal Center serves as a connectivity point between the inter-city MCC system and the fixed-route MAX system. The MCC has a free transfer connection with the Fresno Area Express (FAX) at Children's Hospital Central California through to the River Park Shopping Center in Fresno. Yosemite Area Regional Transit System (YARTS) began providing fixed route passenger service along the SR 41 corridor between the city of Fresno and Yosemite National Park in the fall of 2015. In 2016, YARTS continued to run this service on a summer schedule only. YARTS connects with MCC service along SR 41 and also connects with Transit services in neighboring Merced and Fresno Counties. Services to other outlying communities have been identified as potential needs and will be evaluated by MCTC and County staff.

The Consolidated Transportation Service Agency, 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 2006/2007 which addressed the potential of creating a joint powers agreement among the MPOs of the San Joaquin Valley. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The results of this evaluation led to the CalVans Joint Powers Agreement between Madera County Transportation Commission, Kings County Association of Governments, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterey Bay Area Governments, Kern County Association of Governments, Ventura County Transportation Commission, Imperial County Transportation Commission, San Joaquin Council of Governments, and Merced County Association of Governments. The CalVans JPA was made to create, fund, operate and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe affordable vehicles they could use to drive themselves

and others to work. CalVans operates as a Public Transit Agency. The CalVans agency began official operations on October 1, 2011.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (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 elderly, persons with disabilities, and low-income to medical and other essential services.

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

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

BICYCLE AND PEDESTRIAN

Bicycle and pedestrian planning is assuming new importance with the improved funding capacity through various Federal and State programs. The development of the Madera County 2004 Bicycle Transportation Plan established a competitive basis for securing grants through the Federal Transportation Enhancement Activities program, the San Joaquin Valley Air Pollution Control District administered REMOVE II program, Community-Based Transportation Planning grant, Environmental Justice grant, as well as from 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 an Active Transportation Plan in 2018.

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

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

through the planning and construction of additional bicycle and pedestrian facilities transportation demand management and Air quality.

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 2018.

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.

HIGHWAY CAPACITY AND CORRIDOR NEEDS

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

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

There continues to be discussion between Fresno and Madera Counties, of the long range needs for an east-west travel corridor across the southern portion of Madera County and general traffic behavior along the SR 41 Corridor. The San Joaquin River Crossing Study seeks to address the impacts of development in Madera and Fresno counties and identifies potential river crossings to improve mobility across the San Joaquin River corridor. Related to this need is renewed interest in SR 65, which, when constructed, will

provide a highway facility extending along the foothills from Bakersfield in the south to the State Route 152 alignment in the north. 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.

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 the construction is completed. The CSMP allows Caltrans and its local agency partners to manage and operate the SR 99 transportation corridor based upon the assessment and evaluation of performance measures to identify the most cost effective needed operational and capital improvements along the corridor. Several SR 99 projects in Madera County also warrant increased attention. Using the techniques of innovative financing, MCTC advanced STIP funding for the reconstruction and widening of the 4th Street interchange to FY 10/11. The Avenue 12 interchange 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. Caltrans is planning to widen SR 99 from four to ultimately eight lanes through Madera County, except within the City of Madera where the current alignment will only accommodate six lanes. In 2006, Caltrans completed the conversion to full freeway of three remaining miles of expressway on SR 99 north of Madera (the Fairmead project).

MEASURE "T" EXPENDITURE PLAN

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

CORE PLANNING FUNCTIONS

Core Planning Functions

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

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

The MAP-21 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 MAP-21 was passed in 2012, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

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.

California Planning Emphasis Areas

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

FEDERAL PLANNING FACTORS

The Metropolitan Planning program under Map 21 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 eleven 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.

WORK ELEMENTS

WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & EIR

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (25-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the 2018 RTP, staff implemented the requirements of legislation related to Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375.

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, includes consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2018 RTP was adopted by the MCTC Policy Board on September 19, 2018. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county.

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

Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

Preparations for the 2018 RTP/SCS and EIR began in the 16/17 fiscal year. The plan was completed in the spring of the 18/19 fiscal year and adopted by the MCTC Policy Board on September 19, 2018. The 2018 RTP utilized the 2017 RTP Guidelines for MPOs. Planning activities ancillary to the development of a successful new plan are regularly undertaken and including increasing focus on enhanced travel via public transportation and non-motorized modes (Madera County Coordinated Public Transit Human Services Plan, Madera County Short Range Transit Development Plan, and Madera County Active Transportation Plan).

MCTC retained consultant services from VRPA Technologies for the development of the 2018 RTP/SCS and EIR. MCTC in conjunction with the other seven San Joaquin Valley MPOs also retained Trinity Consulting for assistance with Air Quality related elements of the 2018 RTP/SCS, specifically related to SB 375.

Sustainable Communities Strategy Implementation

The 2018 RTP included a sustainable communities strategy (SCS) initially based on scenario planning activities identified in previous RTP and Madera Blueprint outreach activities. MCTC engaged in an extensive public outreach campaign and agency consultation utilizing upgraded modeling tools for scenario development to build upon and enhance the SCS from its previous iteration. Environmental Justice Analysis and community participation played an important role in determining scenario development.

The preferred SCS Scenario contained in the 2018 RTP were able to meet the targets for GHG reduction set by the ARB. MCTC staff has worked to address the factors needed to create a fiscally constrained RTP and SCS which will continue to meet the GHG reduction targets. MCTC began undertaking this task upon the adoption of the 2014 RTP. The process to create a SCS compliant with the GHG reduction targets mandated by the California Air Resources Board (ARB) was completed in the spring of 2017. A significant amount of the work utilized to develop the amended 2014 RTP/SCS will be directly applicable to the development of future RTP/SCS plans. The California Air Resources Board reviewed Amendment One of the 2014 RTP/SCS and in January of 2018, officially approved MCTC's first SCS plan.

The SCS developed in the 2018 RTP will use the preferred planning scenario from the previous SCS as a foundation to build upon in creating new scenarios for future analysis. The 2018 RTP/SCS and subsequent environmental document will be released for public review in the early Summer of 2018 and considered for adoption in August 2018 by the MCTC Policy Board.

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

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

performance measures are found in table 6-5 of the 2018 Regional Transportation Plan/Sustainable Communities Strategy and are summarized here:

- Social Equity,
- Mobility and Accessibility,
- Economic and Community Vitality,
- Sustainable Development,
- Environmental Quality,
- Safety and Health, and
- System Performance.

Previous Work

1. Amend 2018 Regional Transportation Plan, Sustainable Communities Strategy.
2. Final – 2018 Regional Transportation Plan, Sustainable Communities Strategy and Environmental Impact Report.
3. Final – 2014 Regional Transportation Plan, Sustainable Communities Strategy and Environmental Impact Report.

Product

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

Tasks

	Task Description	Work Schedule	% of Work
100.1	Monitor new guidelines, maintain planning data, and refine development procedures related to work on future RTP/SCS and EIR plans.	2019-20 when needed	39%
100.2	Maintain the 2018 RTP/SCS and develop amendments as necessary.	2019-20 when needed	15%
100.3	Continue to develop and optimize SCS Funding Implementation Strategy.	2019-20	10%
100.4	Monitor regional transportation issues and development of modal elements. Maintain file of pending update information. Review regional goals, policies, and objectives in consultation with member agencies.	2019-20	10%
100.5	Work and coordinate with other government agencies within nonattainment basin to consistently present multimodal issues of valley wide concern.	2019-20 on-going	10%
100.6	Continue to monitor air quality issues related to transportation, conduct air quality analyses as needed, and update the Air Quality section of the Environmental Impact Report when indicated. Work with the Air District on air quality issues.	2019-20 on-going	10%
100.7	Conduct RTP public involvement as needed in support of 2018 RTP amendments.	2019-20 when needed	1%
100.8	Conduct public workshops/hearings to solicit public participation in the planning process, including government to government coordination, consultation and collaboration with the tribal governments.	2019-20	5%
			100%

FTE: .40

100 Regional Transportation Plan & EIR			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	12,532	MCTC	109,255
MCTA			
FHWA-PL	96,723		
FTA-Section 5303			
STIP - PPM			
Other			
Total	109,255	Total	109,255

WORK ELEMENT: 101 PERFORMANCE MEASURES

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

MCTC coordinated with State and local partners to establish regional targets for all three Performance Measures: PM 1, 2, and 3, as applicable. MCTC will continue to coordinate with Federal, State and local agencies to the maximum extent practicable. MCTC targets were reported to Caltrans, which must be able to provide the targets to FHWA, upon request. MCTC will continue to monitor.

Previous Work

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

Product

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

Tasks

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

FTE: .09

101 Performance Measures			
<i>Revenue by Source</i>			<i>Expenditure by Agency</i>
LTF	1,891		MCTC
MCTA			16,483
FHWA-PL	14,592		
FTA-Section 5303			
STIP - PPM			
Other			
Total	16,483		Total
			16,483

WORK ELEMENT: 110 REGIONAL PLANNING DATABASE

Objective

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

Discussion

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

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

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

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

Subsequent to the adoption of the 2018 RTP/SCS, the MCTC regional modeling planning database was reviewed for accuracy and updated and validated as needed with assistance from traffic engineering and modeling consultants.

After the adoption of the 2018 RTP/SCS and subsequent Environmental Document, MCTC staff began the process of updating various data sets used in the planning process related to baseline condition assumptions and long range travel forecasting. These new data sets will be utilized for planning documents and technical modeling and reporting tools.

MCTC participates on the San Joaquin Valley Regional GIS Council which was formed with seven other valley MPO's. This Council was one of thirteen Regional GIS Councils developed throughout the state on behalf of the California GIS Council. The intent of the Regional Councils is to increase coordination and communication among GIS users throughout the state and to review and make recommendations on items brought forth by the California GIS Council.

Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP.
2. Developed demographic projections by TAZ for 2040 in support of the 2014 RTP/FTIP.
3. Developed demographic projections for the 2030 San Joaquin River Crossing Study.
4. Developed demographic projections for 2050 for the San Joaquin Valley Blueprint.
5. Developed demographic projections for the 2025 Rio Mesa Area Traffic Model.
6. Developed demographic projections by TAZ for 2014 and for 2020, 2025, and 2030 for use in new model.
7. Developed basic inventory of regionally significant roads with geographic keys.
8. Established database structure for roads inventory.
9. Provided GIS training for two employees.
10. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
11. Worked with Caltrans and the local agencies to adjust the urban boundary limits according to the year 2000 Census.
12. Develop demographic projections and GIS databases for 2010 Madera County traffic model update.
13. Developed layer and database of disadvantaged communities for use in funding applications.
14. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in funding applications.
15. Developed database of transit routes and stops.

Product

1. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments and the State for describing existing conditions on transportation facilities within Madera County.
2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2018 RTP and 2019 FTIP.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.

Tasks

	Task Description	Work Schedule	% of Work
110.1	Participate with Madera County agencies and other transportation planning agencies, including tribal governments, on the San Joaquin Valley Regional GIS Council and in development of the San Joaquin Valley GIS system.	Quarterly	10%
110.2	Update Madera County traffic model layer to include latest planning assumptions related to TAZ boundaries, significant roadway network and observed demographics data.	Monthly	25%
110.3	Maintain or reconfigure as needed layer data and database for regionally significant local roads to include “as built” configuration, planned configuration, pavement condition, maintenance status, and congestion levels.	Quarterly	15%
110.4	Maintain layer and database for bridges.	Quarterly	5%
110.5	Maintain layer and database for bicycle, pedestrian, and transit networks.	Monthly	20%
110.6	Maintain administrative layers for land use and zoning.	Monthly	10%
110.7	Maintain layer and database for disadvantaged communities and acquire bicycle and pedestrian counts to be used in this database.	Monthly	5%
110.8	Provide training for MCTC staff.	2019-20	10%
			100%

FTE: .20

110 Regional Planning Database			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	6,329	MCTC	55,183
MCTA			
FHWA-PL	48,854		
FTA-Section 5303			
STIP - PPM			
Other			
Total	55,183	Total	55,183

WORK ELEMENT: 111 TRAFFIC MONITORING PROGRAM

Objective

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

Discussion

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

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

Highway Performance Monitoring System (HPMS)

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

Previous Work

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

Product

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

Tasks

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

FTE: .04

Traffic Monitoring Program			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	1,971	MCTC	10,145
MCTA		Consultant Services	7,000
FHWA-PL	15,173		
FTA-Section 5303			
STIP - PPM			
Other			
Total	17,145	Total	17,145

WORK ELEMENT: 112 REGIONAL TRANSPORTATION MODELING

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Work Element 112.1 Model Update

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

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

An official request for proposals was issued to traffic modeling consultants in February of 2019. Three proposals were received and scored by a scoring committee of MCTC staff members. Elite Transportation Group (ETG) was the successful proposal. In April of 2019 MCTC contracted with ETG with work expected to continue for 18 months into the 2020/21 fiscal year. Pursuant to an agreement with the Kings County Association of Governments (KCAG) and Caltrans, MCTC has been given funding resources in the amount of \$200,000 from Federal PL funds to help fund the model update project.

Previous Work

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

Product

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

Tasks

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

FTE: .33

112.0 Regional Transportation Modeling			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	15,456	MCTC	80,250
MCTA		Technical/Modeling On-Call Services (Consultant)	50,000
FHWA-PL	119,294	Cloud Computing (Valley)	1,000
FTA-Section 5303		Software Maintenance (Valley)	3,500
STIP - PPM			
Other			
Total	134,750	Total	134,750

112.1 Model Update			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	22,270	MCTC	19,163
MCTA		2018 Model Update (Consultant)	175,000
FHWA-PL			
Carryover	171,893		
FTA-Section 5303			
STIP - PPM			
Other			
Total	194,163	Total	194,163

WORK ELEMENT: 113 AIR QUALITY TRANSPORTATION PLANNING

Objective

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

Discussion

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

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

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

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

MCTC has demonstrated its transportation planning related air quality impacts conform to the 2015 Ozone and 2012 PM2.5 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate state and Federal authorities who concurred with the findings.

Previous Work

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

Product

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

Tasks

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

FTE: .23

113 Air Quality Transportation Planning			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	8,914	MCTC	67,718
MCTA		Air Quality Consultant	10,000
FHWA-PL	68,804		
FTA-Section 5303			
STIP - PPM			
Other			
Total	77,718	Total	77,718

WORK ELEMENT: 120 GOODS MOVEMENT & HIGHWAYS PLANNING

Objective

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

Discussion

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

State Route 99 Coordination

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

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

San Joaquin Valley Interregional Goods Movement Plan

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

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVGMSIP) will build upon the previously completed San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods

movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

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

San Joaquin Valley I-5 Goods Movement Plan

Building upon previous goods movement planning efforts, the eight San Joaquin Valley Regional Planning Agencies undertook a study for Interstate 5 and State Route 99, major freight movement corridors identified as part of the United States Department of Transportation (USDOT) National Primary Freight Network and vital to Valley's economy. This study was completed on June 2016.

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged on this study. MCTC staff joined many other Central California transportation stakeholders to participate on the SJV Goods Movement Technical Advisory Committee. Demonstration project for truck platooning was planned for spring of 2017 but got cancelled by the truck platooning vendor.

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

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

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

Origin/Destination and Fiscal Impact Study

MCTC joined with Fresno COG, Madera County, Fresno County and the City of Fresno in undertaking an Origin/Destination and Fiscal Impact Study. This study provided a comprehensive understanding of transportation movements and subsequent effects between Fresno and Madera Counties. The joint study consisted of two parts. Part one was an analysis of origin and destination traffic movements between the two counties. Part two provided an analysis of the fiscal impacts of such movements on the local and regional economy. The results of the joint study are intended to better inform local decision-making bodies regarding commuter patterns and their economic impacts, while improving the regional planning agencies' abilities to implement their Sustainable Communities Strategies. Phase One of the study was completed in the fall of 2016. Phase Two was completed in the summer of 2017.

Data collected for Phase One of the Fresno-Madera Origin/Destination study will be used to calibrate the MCTC traffic model more accurately along key goods movement corridors during the ongoing update of the traffic model during FY 2019/20 detailed in WORK ELEMENT 113.

MCTC also maintains an active streets and highways planning process which is used to identify and document the need for new facilities and expansion of existing facilities to accommodate projected regional growth. Future needs are evaluated relative to projections of available financial resources and fundable

projects are advanced to the Regional Transportation Plan and the Regional Transportation Improvement Program.

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

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

Previous Work

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

Product

1. Staff reports on various corridor and project level traffic studies, including SR 41 High Emphasis Focus Route, SR 49 designation, and SR 99.
2. Study of San Joaquin Valley Interregional Goods Movement Plan, San Joaquin Valley Goods Movement Sustainable Implementation Plan, and the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study.
3. Data pertinent to accurate modeling of travel data on goods movement corridors
4. Document tribal government-to-government relations.

Tasks

	Task Description	Work Schedule	% of Work
120.1	Review local agency circulation elements including goals, policies and objectives.	2019-20	20%
120.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies.	July 2019- June 2020- as needed when new information becomes available	25%
120.3	Prepare staff analysis on various studies, including the SR 41 High Emphasis Focus Route, SR 49 designation, SR 99 and review local agency traffic studies as required.	July 2019- June 2020 - as needed when new information becomes available	25%
120.4	Participate and provide technical support for planned or ongoing Valleywide Goods Movement Projects.	July 2019- June 2020- as needed	30%
			100%

FTE: .39

120 Goods Movement and Highways Planning			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	12,656	MCTC	110,340
MCTA			
FHWA-PL	97,684		
FTA-Section 5303			
STIP - PPM			
Other			
Total	110,340	Total	110,340

WORK ELEMENT: 122 PROJECT COORDINATION AND FINANCIAL PROGRAMMING

Objective

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

Discussion

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

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

Previous Work

1. Madera County 2014, 2018 Regional Transportation Plans.
2. Madera County 2012, 2014, 2016, 2018 Regional Transportation Improvement Program.
3. Planning, Programming, and Monitoring of STIP projects.

Product

1. Project transportation planning and programming support services.
2. Prioritization and financial cash flow analysis.

Tasks

	Task Description	Work Schedule	% of Work
122.1	Maintain current with all Federal/State project programming and delivery requirements.	2019-20	20%
122.2	Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly.	2019-20	30%
122.3	Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.	2019-20	45%
122.4	Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.	2019-20	5%
			100%

FTE: .15

122 Project Coordination and Financial Programming			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	39,598	MCTC	39,598
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Total	39,598	Total	39,598

WORK ELEMENT: 130 PUBLIC TRANSPORTATION

Objective

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

Discussion

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

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

MCTC staff will partner with the County of Madera, City of Madera, City of Chowchilla, the State of California and Tribal Governments in the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety and sustainable communities in our area. MCTC staff will continue to collaborate with Caltrans on future transit related projects.

The 2004 Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program and will strengthen the multimodal network as a whole.

MCTC staff maintains the Short Range Transit Development Plan, a five year plan completed in 2017/18 and valid through 2021/22.

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

MCTC staff will post information related to public transportation on MCTC's website and social media pages.

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

MCTC staff encourages transit operators to update their emergency preparedness plans and to conduct frequent emergency drills and exercises for the safety and security of the transportation system. Performance management is an area of emphasis determined by the FHWA California Division and FTA Region IX.

Partnered with UC Davis, Valley MPOs, and Michael Sigala of Sigala Inc., MCTC staff was involved in a study regarding alternatives for meeting transit needs in rural San Joaquin Valley. The project goal is to develop a

pilot program in all eight counties in the Valley for new, technology-driven mobility service that meet transit needs of rural and disadvantaged residents, is cost-effective and financially sustainable, and helps achieve VMT and GHG targets. The final report was released in September 2017. The next step in this project is to conduct more in-depth evaluation of the proposed concepts and locations to further refine the pilot concepts for implementation.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRRTTP), 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 NFRRTTP also serves target populations of elderly, persons with disabilities, and low-income to medical and other essential services.

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

Previous Work

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

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.
3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.

Tasks

	Task Description	Work Schedule	% of Work
130.1	Continue to maintain and update information for the transit services inventory.	Monthly	5%
130.2	Monitor information for update of the RTP.	Monthly	30%
130.3	Review transit operator agreements and update as necessary.	Quarterly	5%
130.4	Consultation, coordination and collaboration with tribal governments and farmworker transportation groups as needed to ensure that environmental justice requirements are being addressed/complied with.	Quarterly	15%
130.5	Continue to coordinate and collaborate with Environmental Justice communities and Disadvantage Communities to ensure outreach is being properly conducted.	2019-20	5%
130.6	Participation on Transit Advisory Board and monitor related transit agencies.	Quarterly	10%
130.7	Transit Asset Management (TAM) Plan coordination.	2019-20	5%
130.8	Review Coordinated Plan for any necessary changes and update accordingly.	July-19— Dec-20	25%
			100%

FTE: .32

130 Public Transportation			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	9,966	MCTC	86,889
MCTA			
FHWA-PL			
FTA-Section 5303	76,923		
STIP – PPM			
Other			
Total	86,889	Total	86,889

WORK ELEMENT: 140 OTHER MODAL ELEMENTS

Objective

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

Discussion

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

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

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

The Bicycle and Pedestrian Facilities Plan was replaced by the 2018 Madera County Regional Active Transportation Plan (ATP) which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions.

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

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

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

ITS architecture maintenance team to further develop and strengthen a regional architecture consistent with the Federal Highway Administration ITS Architecture and Standards Final Rule. An ITS Architecture Maintenance Plan was formally adopted in July 2005. Other ITS projects include the deployment of a San Joaquin Valley 511 traveler information system in participation with a working group of Valley MPOs (included in WE 151). The existing San Joaquin Valley ITS Infrastructure Plan will be amended into the current RTP/SCS plan and added to future RTP/SCS plans until a new ITS plan is developed.

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

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

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan called for a transfer of riders from Amtrak and High Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High Speed Rail in Madera. Staff will continue to work with its partners in this planning effort throughout the 19/20 fiscal year.

Previous Work

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

Product

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

Tasks

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

FTE: .41

140 Other Modal Elements			
<i>Revenue by Source</i>			<i>Expenditure by Agency</i>
LTF	12,454		MCTC
MCTA			108,581
FHWA-PL	96,127		
FTA-Section 5303			
STIP - PPM			
Other			
Total	108,581		Total
			108,581

WORK ELEMENT: 150 PUBLIC PARTICIPATION PROGRAM

Objective

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

As a recipient of Federal dollars, MCTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a non-discriminatory basis. MCTC has in place a Title VI Complaint Procedure, which outlines the process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B dated October 1, 2012. MCTC adopted a Title VI Plan with Limited English Proficiency (LEP) Plan in July 2014, the most recent updated April 2018.

Previous Work

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

Product

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

Tasks

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

FTE: .22

150 Public Participation Program			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	7,793	MCTC	55,945
MCTA		Public Notices/Brochures	9,800
FHWA-PL	60,152	Translation Services	2,000
FTA-Section 5303		SJV Website	200
STIP - PPM			
Other			
Total	67,945	Total	67,945

WORK ELEMENT: 151 ALTERNATIVE TRANSPORTATION ACTIVITIES

Objective

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

Discussion

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

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

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

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

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

The Central Valley Rail Working Group (CVRWG) was originally composed of four counties – Merced, Stanislaus, San Joaquin, and Sacramento. Since the new push to add early morning passenger rail service from Fresno to Sacramento, elected officials from Madera County as well as MCTC staff have been invited

to participate in CVRWG meetings. This group will focus on improved passenger rail service to Sacramento, station improvements along the corridor, and collaborating with the California High Speed Rail Authority.

In 2016 the California High Speed Rail Authority released its 2016 Business Plan. The plan calls for a transfer of riders from Amtrak and High Speed Rail to take place in Madera due to the proximity of the proposed High Speed Rail alignment and the existing alignment of the BNSF railroad Amtrak currently operates on. MCTC Staff is engaged with staff from Madera County, City of Madera, San Joaquin Joint Powers Authority and CHSRA in planning for an inclusive and effective transfer station between Amtrak and High Speed Rail in Madera. Staff will continue to work with its partners in this planning effort throughout the 19/20 fiscal year.

The 2018 HSR Business Plan proposes to evaluate the construction between Madera and Merced for early service, including understanding the opportunity for connections to the San Joaquins line of Amtrak and Altamont Corridor Express services. This analysis will inform the 2019 Project Report. Staff will continue to work with its partners in this planning effort throughout the 19-20 fiscal year.

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

MCTC staff has created a transportation guide which contains information about all transit operators in Madera County including Madera Area Express (MAX), Dial-A-Ride (DAR), Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Escort Service, Eastern Madera County Senior Bus, Yosemite Area Regional Transportation System (YARTS), CalVans, and Amtrak in a way that allows users to see how those systems complement each other and can be used in combination to reach most destinations in Madera County and beyond. Staff will engage in public outreach activities that use the transportation guide to educate residents about all their transit options and encourage mode shift to transit. Staff will continue assessing the opportunity to make the transportation guide more accessible by providing a digital version online and supplying member agencies with the digital version as well as the print version. The transportation guide will be updated in FY 2019 to accommodate new information and transit routes in Madera County.

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non- attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Madera County Transportation Guide - 2016.

Product

1. Maintain and update website and develop promotional materials.
2. Continued update of the 2016 Madera County Transportation Guide.

Tasks

	Task Description	Work Schedule	% of Work
151.1	Represent rideshare program as required.	2019-20	10%
151.2	Provide rideshare promotional materials as required.	2019-20	5%
151.3	Develop/print promotional materials.	2019-20	20%
151.4	Maintain and update TDM activities on MCTC website.	2019-20	15%
151.5	Conduct community outreach activities as needed.	2019-20	15%
151.6	Participate in CalVans joint powers agency.	Monthly	10%
151.7	Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee and other commuter rail subjects of interest to the Madera region as needed.	2019-20	10%
151.8	Transportation Guide related updates and outreach.	July-19 – Dec-19	10%
151.9	Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.	2019-20	5%
			100%

FTE: .22

151 Alternative Transportation Activities			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	61,102	MCTC	61,102
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Total	61,102	Total	61,102

WORK ELEMENT: 200 TRANSPORTATION DEVELOPMENT PROGRAM

Objective

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

Discussion

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

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

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

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

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

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

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

Previous Work

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

Product

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

Tasks

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

FTE: .65

200 Transportation Program Development			
<i>Revenue by Source</i>			<i>Expenditure by Agency</i>
LTF	20,511		MCTC
MCTA			170,920
FHWA-PL	150,410		
FTA-Section 5303			
STIP - PPM			
Other			
Total	170,920		Total
			170,920

WORK ELEMENT: 901 TRANSPORTATION FUNDS ADMINISTRATION

Objective

To administer the Local Transportation Fund, State Transit Assistance Fund, and other related funding programs pursuant to the California Transportation Development Act (TDA), SB 1, and other related legislation.

Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services transportation, and streets and roads projects. MCTC's responsibility is to ensure the funds are apportioned, allocated, and expended in accordance with current statutory and administrative code requirements. To facilitate the process, staff assists in claim preparation and monitors related legislative activity.

MCTC staff works closely with the Social Service Transportation Advisory Council (SSTAC) required by SB 498. The SSTAC will participate in the 2019/20 Unmet Transit Needs process by reviewing public testimony and submitting annual recommendations to the MCTC Policy Board regarding any unmet public transit needs in Madera County. If it is found that there are unmet transit needs which are reasonable to meet, TDA funding must be used to address those unmet needs before being released to local agencies for local streets and roads expenditures.

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

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

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

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also

responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2014 Triennial Performance Audit
6. 2017 Triennial Performance Audit.
7. Prop 1B: PTMISEA administration.
8. LCTOP administration.
9. SB 1 State of Good Repair administration

Product

1. LTF/STA finding of apportionment, allocations and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2019/20 Unmet Needs Process.
7. Prop 1B: PTMISEA suballocation, application processing, tracking and reporting.
8. LCTOP allocation, application processing, tracking and reporting.
9. SGR suballocation, project list processing, tracking and reporting.

Tasks

	Task Description	Work Schedule	% of Work
901.1	Prepare finding of apportionment for LTF/STA and make allocations.	May-20	5%
901.2	Review and Process LTF/STA claims – review for conformance with applicable TDA law, the RTP, and SRTDP.	2019-20	20%
901.3	Prepare LTF/STA financial reports.	Dec-19	20%
901.4	Conduct meeting of the SSTAC.	March – May-20	5%
901.5	Conduct Unmet Transit Needs hearing.	Apr-20	5%
901.6	Prepare Unmet Transit Needs staff report.	Apr-20	21%
901.7	Maintain appropriate financial activity records.	2019-20	5%
901.8	Contract for appropriate fiscal audits.	Aug-19	2%
901.9	Administer Prop 1B transit program – PTMISEA	2019-20	5%
901.10	Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307	2019-20	2%
901.11	Administer LCTOP Program	2019-20	5%
901.12	Administer SGR Program	2019-20	5%
			100%

FTE: .48

901 Transportation Funds Administration			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	119,206	MCTC	75,206
MCTA		Audits	11,000
FHWA-PL		Translation Services	2,000
FTA-Section 5303		Public Notices	1,000
STIP - PPM		Other Costs	30,000
Other			
Total	119,206	Total	119,206

WORK ELEMENT: 902 OVERALL WORK PROGRAM

Objective

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

Discussion

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

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2020-21 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

	Task Description	Work Schedule	% of Work
902.1	Initiate OWP development process/review IPG and State OWP guidelines.	Nov-19	10%
902.2	Identify local project needs through public input.	Oct-May-19-20	5%
902.3	Complete Quarterly Reports.	Quarterly	20%
902.4	Develop & circulate Draft OWP and Budget for public and agency review.	Dec-Feb-20	45%
902.5	Complete & adopt Final OWP with compliance certifications and process agreement.	June-20	10%
			100%

FTE: .21

902 Overall Work Program & Budget			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	5,093	MCTC	44,403
MCTA			
FHWA-PL	39,310		
FTA-Section 5303			
STIP - PPM			
Other			
Total	44,403	Total	44,403

WORK ELEMENT: 903 SR 233 CORRIDOR STUDY

Objective

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

Discussion

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

Grant Program Overarching Objectives

The sustainable communities overarching objectives are:

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

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

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

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

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

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

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

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

Examples of types of projects eligible to apply for this grant are outlined in **Appendix J** but are not limited

to those presented in the list. However, communication and approval from Caltrans of any project type not listed is necessary to ensure applicability. In general, types of projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning are eligible pending confirmation from Caltrans. **Appendix J** also provides a list of costs eligible for funding, as well as, ineligible activities and expenses list that would result in application disqualification.

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

INTRODUCTION:

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

RESPONSIBLE PARTIES:

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

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

OVERALL PROJECT OBJECTIVES:

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

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

- Make recommendations for necessary maintenance of sidewalks, curbs and streets, including re-surfacing as needed to address both physical deterioration and ADA deficiencies such as gaps, and infrastructure deficiencies for storm drainage.
- Coordinate transit routes and/or scheduling to best reflect the region's diverse land use, socioeconomic conditions, travel patterns and mitigate roadway congestion.
- Create traffic calming design such as parklets along sidewalks and bulb outs on medians as found to be feasible within the preferred design.

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

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

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

PHASE 1: (FY 2018-19 FUNDING)

1. Community Outreach and Existing Conditions/ Needs Assessment

Task 1.1 Project Kick-Off Meeting # 1

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

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

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

Task 1.3 Identify Stakeholders

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

Task 1.4 Develop a Stakeholder Advisory Committee

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

- **Responsible Party:** Consultant

Task 1.5 Stakeholder Committee Kick-Off Meeting

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

Task 1.6 Staff Coordination

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

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

2. Public Participation/Outreach Plan

Task 2.1 Develop Public Participation & Outreach Plan (PPOP)

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

Task 2.2 Review and Approval of Public Participation & Outreach Plan

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

Task 2.3 Community Workshop #1

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

Task 2.4 Stakeholder Advisory Committee Meeting #1

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

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

3. SR 233/ Robertson Boulevard Existing Conditions Corridor Report

Task 3.1 Data Collection/Identify Existing Conditions

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

- Submit database to MCTC
- **Responsible Party:** Consultant

Task 3.2 Stakeholder Advisory Committee Meeting # 2

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

Task 3.3 Develop Existing Conditions Report

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

Task 3.4 Presentation to Committee

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

Task 3.5 Presentation to Chowchilla City Council

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

Task 3.6 MCTC Board Presentation

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

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

903.2 State Route 233 Corridor Study and Downtown Core Master Plan

PHASE 2: (FY 2019-20 FUNDING)

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

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

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

Task 4.1 Develop SR 233 Corridor Concept

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

Task 4.2 Community Workshop #2

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

Task 4.3 Stakeholder Advisory Committee Meeting # 3

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

Task 4.4 Develop Downtown Core Master Plan

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

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

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

Task 4.6 Presentation to Committee

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

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

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

Task 4.8 Presentation to Chowchilla City Council

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

Task 4.9 MCTC Board Presentation

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

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

Administrative Tasks that pertain to both phases

5. Fiscal Management

Task 5.1 Invoicing

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

Task 5.2 Quarterly Reports

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

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

Previous Work

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

Product

Phase I

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

Phase 2

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

Tasks

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

FTE: .06

903 SR 233 Corridor Study			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF	31,946	MCTC	10,389
MCTA		Consultant	268,136
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB-1 Sustainable Communities Grant			
FY 18-19 Carryover	96,476		
SB-1 Sustainable Communities Grant			
FY 19-20	150,103		
Total	278,525	Total	278,525

WORK ELEMENT: 907 BOARD COSTS & OTHER EXPENSES

Objective

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

Discussion

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

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

Staff provides legislative tracking and reporting.

Previous Work

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

Product

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

Tasks

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

FTE: .08

907 Board Costs and Other Expenses				
<i>Revenue by Source</i>			<i>Expenditure by Agency</i>	
LTF	13,625		MCTC	13,625
MCTA			Board Ex/Other Costs	28,000
FHWA-PL				
FTA-Section 5303				
STIP - PPM				
Other-Member Assessment	28,000			
Total	41,625		Total	41,625

WORK ELEMENT: 910 MCTA ADMINISTRATION

Objective

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

Discussion

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

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

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

Previous Work

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

Product

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

Tasks

	Task Description	Work Schedule	% of Work
910.1	Conduct MCTA and TAC meetings.	2019-20	10%
910.2	Prepare MCTA Budget.	May-20	5%
910.3	Maintain MCTA financial records.	2019-20	20%
910.4	Review and process project claims.	2019-20	10%
910.5	Prepare Annual Work Program.	June-20	20%
910.6	Administration of Citizens' Oversight Committee.	2019-20	10%
910.7	Conduct Fiscal Audit.	Oct-19	10%
910.8	Planning, programming and monitoring of Measure "T" projects.	2019-20	10%
910.9	Attend Conferences, including Focus on the Future.	November 19	5%
			100%

FTE: .35

910 MCTA Administration			
<i>Revenue by Source</i>		<i>Expenditure by Agency</i>	
LTF		MCTC	63,943
MCTA Admin & Planning	109,443	Financial Assistance; Audits; Annual Report	39,000
FHWA-PL		MCTA Conf/Travel/Other Costs	6,500
FTA-Section 5303			
STIP - PPM			
Other			
Total	109,443	Total	109,443

APPENDICES

APPENDIX A – REVENUE/EXPENDITURE SPREADSHEET

FY 2019-20 Overall Work Program

	Funds Available by Revenue Source												
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SB-1 Sustainable Communities	FHWA PL (021)	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	Total
Carryover Prior Years				499,398	14,393	11,619	0	96,476	0	580,789		31,159	1,233,834
Current Year Allocation				232,400	19,607	114,000	0	164,209	635,518	0	53,744	0	1,219,478
Carryover to Future Year				(328,485)	(6,000)	(16,176)		(14,106)		(237,291)		(7,980)	(610,038)
Total Available Funds	1,199,138	644,136	1,843,274	403,313	28,000	109,443	0	246,579	635,518	343,498	53,744	23,179	1,843,274

5/23/2019 14:13 Work Element Description	Expenditures by Agency			Expenditures by Revenue Source											
	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SB-1 Sustainable Communities	FHWA PL (021)	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	Total
100 Regional Transportation Plan	109,255		109,255	12,532				0			96,723				109,255
101 Performance Measures	16,483		16,483	1,891				0			14,592				16,483
110 Regional Planning Database	55,183		55,183	6,329				0			48,854				55,183
111 Traffic Monitoring Program	10,145	7,000	17,145	1,166	805			0			8,978	6,195			17,144
112 Regional Transportation Modeling	80,250	54,500	134,750	9,205	6,251			0			71,045	48,249			134,750
112.1 Model Update	19,163	175,000	194,163	0	22,270						0	171,893			194,163
113 Air Quality Transportation Planning	67,718	10,000	77,718	8,914				0			59,951	8,853			77,718
120 Goods Movement & Highways Planning	110,340		110,340	12,656				0			0	97,684			110,340
122 Project Coordination & Financial Programming	39,598		39,598	39,598				0			0				39,598
130 Public Transportation	86,889		86,889	6,963	3,003			0			0		53,744	23,179	86,889
140 Other Modal Elements	108,581		108,581	12,454				0			96,127				108,581
150 Public Participation Program	55,945	12,000	67,945	6,417	1,376			0			49,528	10,624			67,945
151 Alternative Transportation Activities	61,102		61,102	61,102				0			0				61,102
200 Transportation Program Development	170,920		170,920	20,511				0			150,410				170,920
901 Transportation Funds Administration	75,206	44,000	119,206	119,206				0			0				119,206
902 OWP & Budget	44,403		44,403	5,093				0			39,310				44,403
903 Sustainable Communities Planning Grant															
903.1 FY 18-19	2,975	106,000	108,975	12,499				0		96,476	0				108,975
903.2 FY 19-20	7,414	162,136	169,550	19,447				0	150,103	0	0				169,550
907 Board Cost & Other Expenses	13,625	28,000	41,625	13,625		28,000		0			0				41,625
910 MCTA Administration	63,943	45,500	109,443	0			109,443	0			0				109,443
Total Expenditures	1,199,138	644,136	1,843,274	369,608	33,705	28,000	109,443	0	0	246,579	635,518	343,498	53,744	23,179	1,843,274
				403,313				0			979,016		76,923		

TOLL CREDITS (Non-cash match)

APPENDIX B – OWP LINE-ITEM BUDGET

Appendix B: Line-Item Budget

Madera County Transportation Commission
Line-Item Budget Worksheet
 23-May-19

Revenues	18-19 Final	19-20 Budget	Difference	% Diff
FHWA PL	\$623,062	\$635,518	\$12,456	2%
FHWA PL Carryover	\$399,106	\$343,498	(\$55,608)	-14%
FTA 5303	\$54,579	\$53,744	(\$835)	-2%
FTA 5303 Carryover	\$18,448	\$23,179	\$4,731	26%
STIP Carryover	\$0	\$0	\$0	0%
STIP Planning	\$120,000	\$0	(\$120,000)	-100%
SB-1 Sustainable Communities 19-20	\$0	\$150,103	\$150,103	0%
SB-1 Sustainable Communities 18-19	\$169,057	\$96,476	(\$72,581)	-43%
TDA Carryover	\$31,983	\$170,913	\$138,930	434%
TDA Administration	\$100,000	\$100,000	\$0	0%
TDA Planning	\$122,836	\$132,400	\$9,564	8%
Member Assessment Fees	\$28,000	\$28,000	\$0	0%
MCTA Carryover	\$0	\$0	\$0	0%
MCTA	\$124,138	\$109,443	(\$14,695)	-12%
Other	\$0	\$0	\$0	0%
Total Revenues	\$1,791,209	\$1,843,274	\$52,065	3%
Non-cash information				
Toll Credits (PL)	\$0	\$0	\$0	0%
Toll Credits (5303)	\$0	\$0	\$0	0%
Expenses				
Salaries & Benefits				
Salaries	\$627,431	\$676,525	\$49,094	8%
ICMA 401(a)	\$93,214	\$100,578	\$7,364	8%
FICA, Employer	\$37,021	\$40,147	\$3,126	8%
Medicare	\$9,098	\$9,810	\$712	8%
Worker's Compensation	\$4,330	\$4,600	\$270	6%
Health	\$145,915	\$152,470	\$6,555	4%
Unemployment Insurance	\$1,288	\$1,008	(\$280)	-22%
Subtotal Salaries & Benefits	\$918,297	\$985,138	\$66,841	7%
	<i>Direct</i>	\$509,440	\$557,629	\$48,189
	<i>Indirect</i>	\$408,857	\$427,509	\$18,652
Indirect Costs				
Advertising/Publications	\$2,000	\$2,000	\$0	0%
Auto & Cell Allowance	\$4,200	\$4,200	\$0	0%
Computer software	\$1,500	\$1,500	\$0	0%
Conference/Training/Educat	\$11,500	\$10,000	(\$1,500)	-13%
Equipment Leases	\$10,500	\$10,500	\$0	0%
Bldg/Equip. Maint. & Repairs	\$4,000	\$4,000	\$0	0%
Insurance	\$1,000	\$1,000	\$0	0%
Janitorial Services	\$2,000	\$2,000	\$0	0%
Legal Services	\$15,000	\$15,000	\$0	0%
MCTC Audit	\$21,000	\$22,000	\$1,000	5%
Membership Fees	\$4,000	\$4,000	\$0	0%
Miscellaneous	\$3,700	\$4,000	\$300	8%
Office Furniture	\$2,000	\$2,000	\$0	0%
Office Supplies	\$6,000	\$6,000	\$0	0%
Postage	\$1,000	\$1,000	\$0	0%
Rent	\$71,000	\$72,000	\$1,000	1%
Technology Related Equipment & Repairs	\$12,300	\$14,000	\$1,700	14%
Telephone/Internet/Website	\$15,500	\$15,500	\$0	0%
Travel Expenses	\$9,000	\$9,000	\$0	0%
Utilities	\$8,000	\$8,000	\$0	0%
Valley Coordination	\$6,300	\$6,300	\$0	0%
Website Update	\$16,500	\$0	(\$16,500)	-100%
Subtotal Indirect Costs	\$228,000	\$214,000	(\$14,000)	-6%
Other Direct Costs				
Air Quality (Consultant)	\$10,000	\$10,000	\$0	0%
Board Costs and Other Costs	\$29,000	\$28,000	(\$1,000)	-3%
Consultant (SB-1 Planning Grant)	\$181,412	\$268,136	\$86,724	48%
MCTA Conference(s)/Travel	\$1,000	\$2,500	\$1,500	150%
MCTA Fin Asst/Audits/Annual Report	\$23,000	\$24,000	\$1,000	4%
MCTA Project Development	\$30,000	\$15,000	(\$15,000)	-50%
MCTC TDA Audits	\$11,000	\$12,000	\$1,000	9%
MCTC TDA Other Admin Costs	\$30,000	\$30,000	\$0	0%
Model Update	\$200,000	\$175,000	(\$25,000)	-13%
Other MCTA Costs	\$4,000	\$4,000	\$0	0%
Public Participation Program	\$10,000	\$10,000	\$0	0%
RTP EIR	\$15,000	\$0	(\$15,000)	-100%
RTP/SCS Development	\$35,000	\$0	(\$35,000)	-100%
Technical/Modeling On-Call Services	\$50,000	\$50,000	\$0	0%
Traffic Model & GIS Support	\$4,500	\$4,500	\$0	0%
Traffic Monitoring Program	\$7,000	\$7,000	\$0	0%
Translation Services	\$4,000	\$4,000	\$0	0%
Subtotal Other Direct Costs	\$644,912	\$644,136	(\$776)	0%
Total Expenses	\$1,791,209	\$1,843,274	\$52,065	3%
		(\$0)		

APPENDIX C – CERTIFICATIONS AND ASSURANCES

FTA FISCAL YEAR 2019 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2019 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: The Madera County Transportation Commission

The Applicant certifies to the applicable provisions of categories 01–18. _____

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	<u>X</u>
02 Tax Liability and Felony Convictions	_____
03 Lobbying	<u>X</u>
04 Private Sector Protections	_____
05 Transit Asset Management Plan	_____
06 Rolling Stock Buy America Reviews and Bus Testing	_____
07 Urbanized Area Formula Grants Program	_____
08 Formula Grants for Rural Areas	_____
09 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
10 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____
11 Enhanced Mobility of Seniors and Individuals with Disabilities Programs	_____
12 State of Good Repair Grants	_____
13 Infrastructure Finance Programs	_____
14 Alcohol and Controlled Substances Testing	_____
15 Rail Safety Training and Oversight	_____
16 Demand Responsive Service	_____
17 Interest and Financing Costs	_____
18 Construction Hiring Preferences	_____

FEDERAL FISCAL YEAR 2019 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE

PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2019)

AFFIRMATION OF APPLICANT

Name of the Applicant: The Madera County Transportation Commission

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2019, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2019.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  Date: 4/24/19

Name Patricia Taylor, Executive Director Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): The Madera County Transportation Commission

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name _____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

FEDERAL FISCAL YEAR 2019 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE
PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2019)

AFFIRMATION OF APPLICANT

Name of the Applicant: The Madera County Transportation Commission

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2019, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2019.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name Patricia Taylor, Executive Director Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): The Madera County Transportation Commission

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: 5/28/19

Name Shannon Chaffin Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

**Fiscal Year 2019/2020 California Department of Transportation
Debarment and Suspension Certification**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2019/2020
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date 4/24/19

Printed Name Patricia Taylor

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For _____ (Name of Applicant)

Signature _____ Date _____

Printed Name of Applicant's Attorney _____

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2019/2020
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature _____ Date _____

Printed Name Patricia Taylor, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For The Madera County Transportation Commission (Name of Applicant)

Signature  _____ Date 5/28/19

Printed Name of Applicant's Attorney Shannon Chaffin

FY 2019/2020 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and the Madera County Transportation Commission, the designated Metropolitan Planning Organization for the Madera urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



MPO Authorizing Signature

Executive Director

Title

4/24/19

Date



Caltrans District Approval Signature

Deputy District Director

Title

5-22-19

Date

APPENDIX D – CERTIFICATION OF RESTRICTIONS ON LOBBYING

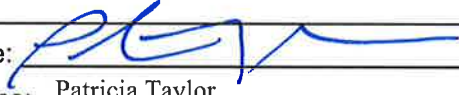
DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award c. post-award	3. Report Type: <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input type="checkbox"/> Prime <input checked="" type="checkbox"/> Subawardee Tier <u>1</u> , if known: Congressional District, if known:	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: CA Department of Transportation 1120 N st. Sacramento, CA 95814 Congressional District, if known:	
6. Federal Department/Agency: Federal Transit Administration	7. Federal Program Name/Description: Consolidated Planning Grant CFDA Number, if applicable: <u>20.505</u>	
8. Federal Action Number, if known:	9. Award Amount, if known: \$ CA CPG Allocation	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> Simon & Company 1660 L Street, Suite 501 Washington, DC 20036	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> Covino, Jen	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature:  Print Name: <u>Patricia Taylor</u> Title: <u>Executive Director</u> Telephone No.: <u>(559) 675-0721</u> Date: <u>4/24/19</u>	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

DISCLOSURE OF LOBBYING ACTIVITIES

Approved by OMB
0348-0046

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input checked="" type="checkbox"/> b. initial award c. post-award	3. Report Type: <input type="checkbox"/> a. initial filing <input checked="" type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input type="checkbox"/> Prime <input checked="" type="checkbox"/> Subawardee Tier <u>1</u> , if known: Congressional District, if known:	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: CA Department of Transportation 1120 N st. Sacramento, CA 95814 Congressional District, if known:	
6. Federal Department/Agency: Federal Transit Administration	7. Federal Program Name/Description: Consolidated Planning Grant CFDA Number, if applicable: <u>20.505</u>	
8. Federal Action Number, if known:	9. Award Amount, if known: \$ CA CPG Allocation	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> Smith Watts & Hartman 925 L Street, Suite 120 Sacramento, CA 95814	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> Watts, Mark	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature:  Print Name: <u>Patricia Taylor</u> Title: <u>Executive Director</u> Telephone No.: <u>(559) 675-0721</u> Date: <u>8/24/17</u>	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

APPENDIX E – 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 F – RESOLUTION

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

In the matter of) Resolution No. 19-06
OVERALL WORK PROGRAM)
AND LINE ITEM BUDGET)
FOR FISCAL YEAR 2019-20)

WHEREAS, the Madera County Transportation Commission (Commission) has been designated the Regional Transportation Planning Agency for Madera County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations – Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Commission is required by State and Federal funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

WHEREAS, the Commission staff has sought input from member agencies, including transit operators, and the State with respect to proposed work to be performed to satisfy State and Federal requirements, in addition to local priorities; and

WHEREAS, the proposed Overall Work Program has been prepared to meet State and Federal requirements; and

WHEREAS, the Overall Work Program is considered to be a guide for work activity and may be considered for amendment by the Commission Policy Board during the 2019-20 fiscal year; and

WHEREAS, the MCTC has prepared a line item budget which is consistent with the Overall Work Program; and

NOW, THEREFORE, LET IT BE RESOLVED, that the Madera County Transportation Commission does hereby adopt the FY 2019-20 Overall Work Program and Budget and certifies that its planning process will be implemented through this document in accordance with:

- (1) Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21);
- (2) Section 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;

1 (4) Section 1101 (b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112
2 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and
3 the FTA funded project (FR Vol. 64 No. 21, 49 CFR part 26); and
4

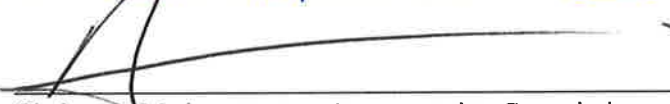
5 (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.
6 327, as amended) and U.S. DOT implementing regulation (49 CFR Parts 27, 37, and 38).
7


8 **BE IT FURTHER RESOLVED,** that the Commission Executive Director and/or
9 Policy Board Chairman are authorized to execute and submit certifications, applications for funding
10 to State and Federal agencies identified as proposed sources of funding by the 2019-20 Overall Work
11 Program; and execute and submit agreements with participating member agencies and auditors; and
12

13 **BE IT FURTHER RESOLVED,** that the Commission will continue to work with
14 State and Federal funding agencies in addition to member agencies on any adjustments to the Overall
15 Work Program and Line Item Budget which may occur subsequent to July 1, 2019.
16

17 The foregoing resolution was adopted this 22nd day of May, 2019 by the following vote:
18

- 19 Commissioner M. Rodriguez voted: Yes
- 20 Commissioner B. Frazier voted: Absent
- 21 Commissioner T. Wheeler voted: Yes
- 22 Commissioner J. Rodriguez voted: Yes
- 23 Commissioner A. Medellin voted: Yes
- 24 Commissioner W. Ahmed voted: Absent
- 25 *AH* Commissioner R. Paythress voted: Yes

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29 _____
Chairman, Madera County Transportation Commission

30
31
32 
33 _____
34 Executive Director, Madera County Transportation Commission
35

APPENDIX G – OTHER PLANNING ACTIVITIES

ATTACHMENT A
MADERA COUNTY TRANSPORTATION COMMISSION
PLANNING ACTIVITIES WITHIN THE REGION
FY 2019 - 2020

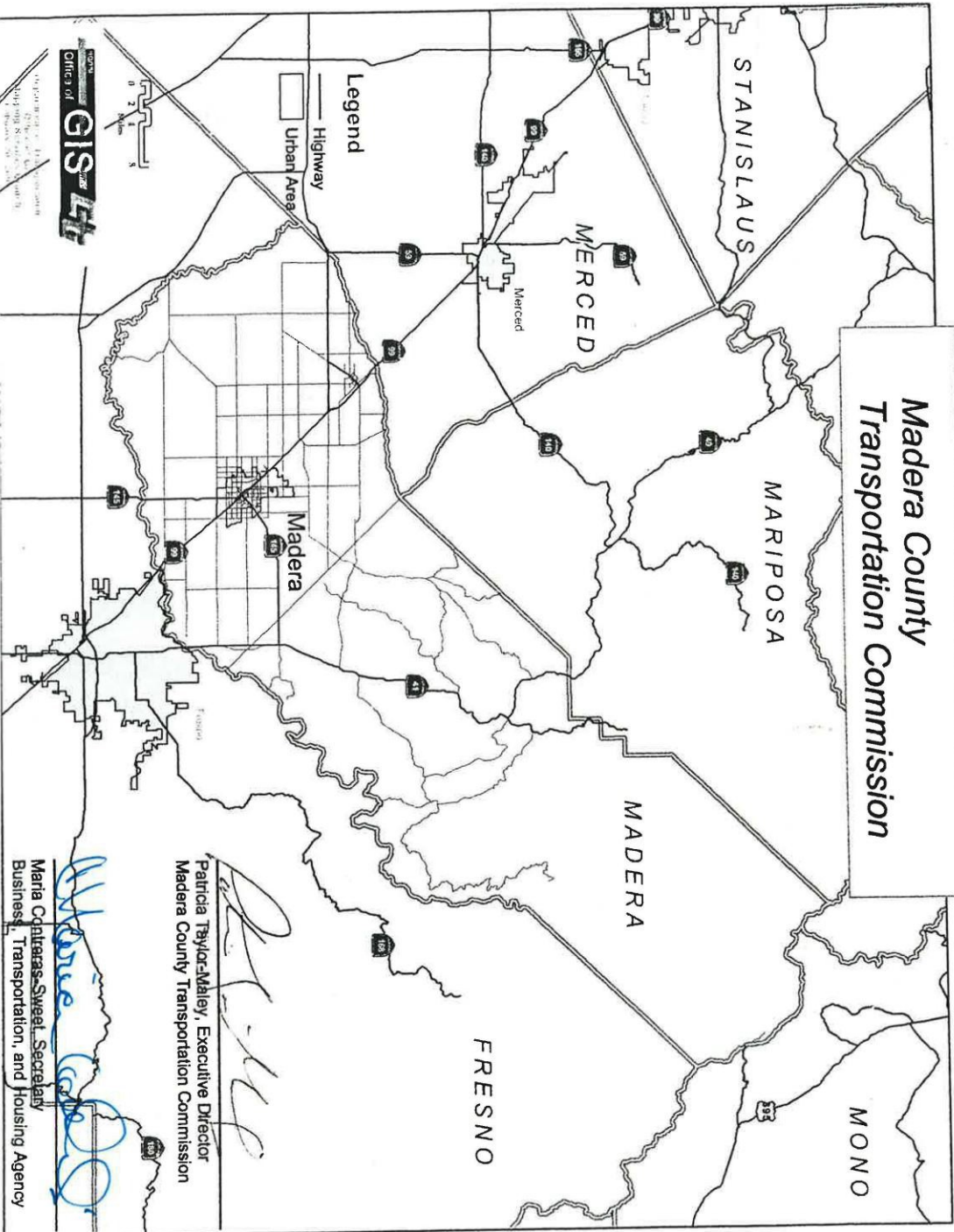
Informational Element Matrix

The following is a list of planning activities involving Caltrans within the MPO metropolitan planning area.

Activity	MPO Work Element Number	Funding Type	Description/ Product(s)	Work Performed By	Due Date	FSTIP Prgmng.
OWP Management	N/A	FED/STATE	Caltrans work elements for OWP reimbursement and monitoring	Caltrans	On-going	No
IGR/local development reviews	N/A	STATE	Recommended mitigation for development impacts on State facilities	Caltrans	On-going	No
System Planning	N/A	STATE	Update documents related to system functionality	Caltrans	On-going	No
Valley-wide GIS	N/A	STATE	Coordinate integration of Valleywide GIS into Caltrans GIS	Caltrans	On-going	No
California Transportation Plan	N/A	FED/STATE	California Transportation Plan (CTP) 2040. June 2016 - Final	Caltrans	Completed	No
Bicycle Guide for District 6 and	N/A	STATE	State Highway Bicycle Companion Guide Complete Streets Elements	Caltrans	Completed	No
Tribal Coordination	N/A	FED/STATE	Consultation & coordination with North Fork Rancheria and Picayune Rancheria of Chukchansi Indians	Caltrans, Tribal Governments	On-going	No
Route 99 Corridor Enhancement Master Plan	N/A	STATE	Updated Enhancement Master Plan with beautification project listing and new ongoing Advisory Committee.	Caltrans-Districts 6& 10 Kern, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin	On-going	No
State Route (SR) 41 Corridor Preservation Analysis	N/A	STATE	Ultimate freeway and interchange footprints (various locations).	Caltrans	On-going	No
State Route (SR) 41 Plan Work Grant	N/A	STATE	Preparing a TCR using FHWA's PlanWorks tools. May 2017 - Final	Caltrans, Local Partners	Completed	No
Towards an Active California	N/A	STATE	Plan to provide multimodal transportation State Bicycle and Pedestrian Plan throughout California. May 2017 - Final	Caltrans	Completed	No
Mass Transit (County of Madera)	N/A	FED/STATE	Coordinate & Administer 5311, CMAQ, Capital, STIP programs w/local agencies to enhance the use of the public transportation system in city and rural areas.	Caltrans/ Madera City of Chowchilla Consultant	On-going	No
MCTC RTP/SCS	N/A	FED/STATE	CT Participation on RTP/SCS Roundtable	Caltrans/MCTC	2018	No
Goods Movement & Highway Planning	120	STATE	San Joaquin Valley 1-5 Good Movement June 2017- Final	Madera, Fresno, Tulare Kern, Kings, Merced San Joaquin, Stanislaus	Completed	No

APPENDIX H – MPO PLANNING BOUNDARY

Madera County Transportation Commission



Legend

Highway

Urban Area



Patricia Taylor-Maley
Patricia Taylor-Maley, Executive Director
Madera County Transportation Commission

Maria Cabrera-Sweet
Maria Cabrera-Sweet, Secretary
Business, Transportation, and Housing Agency

APPENDIX I – PUBLIC PARTICIPATION OUTREACH CHART

**Madera County Transportation Commission
Public Engagement 2019-20***

	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		X
Direct Mail		X						X		X
E-Mail		X						X		X
Website		X						X		X
Social Media		X						X		X
Press Release		X						X		X
Public Meeting	X	X						X		
Public Workshop		X						X		X
Draft Document Process										
Display Ads		X						X		X
Direct Mail		X						X		X
E-Mail		X				X	X	X		X
Website	X	X				X	X	X		X
Social Media		X						X		X
Press Release		X						X		X
Public Meeting	X							X	X	X
Public Workshop								X		
Final Document Process										
Display Ads								X	X	X
Direct Mail						X	X	X	X	X
E-Mail						X	X	X	X	X
Website	X				X	X	X	X	X	X
Social Media								X	X	X
Press Release								X	X	X
Public Meeting	X		X		X	X	X	X	X	X
Public Workshop								X		X
7 Day Review Period							X			
30 Day Review Period	X	X	X			X	X	X	X	X
45 Day Review Period				X						
55 Day Review Period		X								
Legal Notice		X	X	X		X	X	X	X	
Public Hearing		X	X	X		X	X	X		