

FY 2020-21 Overall Work Program

	Funds Available by Revenue Source													Total
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	
Carryover Prior Years				325,116		0	0		151,668	0	337,116		29,014	842,914
Current Year Allocation				231,619	37,000	115,000	79,000	172,886	169,057	659,254		56,784	0	1,520,600
Carryover to Future Year				(202,989)	(7,000)	(6,977)				(255)				(217,221)
Total Available Funds	1,230,489	915,804	2,146,293	353,746	30,000	108,023	79,000		320,725	658,999	337,116	56,784	29,014	2,146,293

1/15/2021 2:16		Expenditures by Agency			Expenditures by Revenue Source											
Work Element Description	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover	FTA 5303	FTA 5303 Carryover	Total
100 Regional Transportation Plan	153,521	105,000	258,521	17,608	12,044			0				135,912	92,957			258,521
101 Performance Measures	24,066		24,066	0				2,760				21,306				24,066
102 Regional Housing Planning Program	9,000	163,886	172,886	0				0		172,886		0				172,886
110 Regional Planning Database	59,703		59,703	6,848				0				52,855				59,703
111 Traffic Monitoring Program	5,603	7,500	13,103	0				643	860			4,960	6,640			13,103
112 Regional Transportation Modeling	90,335	54,500	144,835	0				10,361	6,251			79,974	48,249			144,835
112.1 Model Update	5,504	6,053	11,557	0	7,409			0				0	4,148			11,557
113 Air Quality Transportation Planning	74,126	8,000	82,126	9,420	0			0				72,706				82,126
120 Goods Movement & Highways Planning	95,614		95,614	0	10,967			0				0	84,647			95,614
122 Project Coordination & Financial Programming	39,810		39,810	0				39,810				0				39,810
130 Public Transportation	96,914		96,914	7,357	3,759			0				0		56,784	29,014	96,914
140 Other Modal Elements	119,327		119,327	13,687				0				105,640				119,327
150 Public Participation Program	50,019	27,309	77,328	5,737	3,132			0				44,282	24,177			77,328
151 Alternative Transportation Activities	64,583		64,583	64,583				0				0				64,583
200 Transportation Program Development	159,679		159,679	0				18,315				141,364				159,679
901 Transportation Funds Administration	68,500	58,000	126,500	126,500				0				0				126,500
902 Overall Work Program	31,199		31,199	4,901				0				0	26,298			31,199
903 SR 233 Corridor Study																
903.1 Phase 1 FY 18-19	1,000	34,633	35,633	4,087				0			31,546	0				35,633
903.2 Phase 2 FY 19-20	9,700	84,720	94,420	10,830				0			83,590	0				94,420
905 Project Prioritization Study																
905.1 Phase 1 FY 19-20	2,500	38,765	41,265	4,733				0			36,532	0				41,265
905.2 Phase 2, 3 FY 20-21	11,000	179,960	190,960	21,903				0			169,057	0				190,960
906 Fresno-Madera Sustainable Corridor Study	0	56,478	56,478	6,478				0				0	50,000			56,478
907 Board Cost & Other Expenses	10,763	31,000	41,763	11,763		30,000		0				0				41,763
910 MCTA Administration	48,023	60,000	108,023	0			108,023	0				0				108,023
Total Expenditures	1,230,489	915,804	2,146,293	316,435	37,311	30,000	108,023	71,889	7,111	172,886	320,725	658,999	337,116	56,784	29,014	2,146,293
				353,746				79,000				996,114		85,798		

Madera County Transportation Commission
2020-21 Annual Budget
15-Jan-21

	20-21 Budget	Amend #1	Amend #2	Amended Budget
Revenues				
FHWA PL	\$659,254	(\$27)	(\$228)	\$658,999
FHWA PL Carryover	\$406,834	(\$70,525)	\$807	\$337,116
FTA 5303	\$56,784			\$56,784
FTA 5303 Carryover	\$16,209	\$12,435	\$370	\$29,014
STIP Carryover	\$0			\$0
STIP Planning	\$78,989	(\$60)	\$71	\$79,000
SB-1 Sustainable Communities 20-21	\$164,209		\$4,848	\$169,057
SB-1 Sustainable Communities 19-20	\$93,090	\$27,033	(\$1)	\$120,122
SB-1 Sustainable Communities 18-19	\$0	\$31,546		\$31,546
REAP Housing	\$0	\$173,483	(\$597)	\$172,886
TDA Carryover	\$121,194	\$45,524	(\$44,591)	\$122,127
TDA Administration	\$100,000			\$100,000
TDA Planning	\$138,630	(\$7,011)		\$131,619
Member Assessment Fees	\$30,000			\$30,000
MCTA Carryover	\$0			\$0
MCTA	\$122,858	(\$11,964)	(\$2,871)	\$108,023
Other	\$0			\$0
Total Revenues	\$1,988,051	\$200,434	(\$42,192)	\$2,146,293
Non-cash information				
Toll Credits (PL)	\$0			\$0
Toll Credits (5303)	\$0			\$0
Expenses				
Salaries & Benefits				
Salaries	\$694,514	\$851	(\$7,154)	\$688,211
ICMA 401(a)	\$103,278	\$127	(\$1,073)	\$102,332
FICA, Employer	\$41,299		(\$444)	\$40,855
Medicare	\$10,070	\$12	(\$104)	\$9,978
Worker's Compensation	\$3,541	\$1,466	\$62	\$5,069
Health	\$159,969	(\$1,151)	(\$7,730)	\$151,088
Unemployment Insurance	\$896		\$60	\$956
Subtotal Salaries & Benefits	\$1,013,567	\$1,305	(\$16,383)	\$998,489
	<i>Direct</i>	\$542,877		\$525,894
	<i>Indirect</i>	\$470,690		\$472,595
Indirect Costs				
Advertising/Publications	\$2,000			\$2,000
Auto & Cell Allowance	\$4,200			\$4,200
Computer Software	\$3,500		\$1,500	\$5,000
Conference/Training/Educat	\$8,000			\$8,000
Equipment Leases	\$10,000			\$10,000
Bldg/Equip. Maint. & Repairs	\$4,000			\$4,000
Insurance	\$1,000			\$1,000
Janitorial Services	\$2,000			\$2,000
Legal Services	\$15,000			\$15,000
MCTC Audit	\$23,000			\$23,000
Membership Fees	\$4,000			\$4,000
Miscellaneous	\$4,000			\$4,000
Office Furniture	\$2,000			\$2,000
Office Supplies	\$6,000			\$6,000
Postage	\$1,000			\$1,000
Rent	\$73,000			\$73,000
Technology Related Equipment & Repairs	\$30,000			\$30,000
Telephone/Internet/Website	\$18,000			\$18,000
Travel Expenses	\$8,000	(\$1,500)	(\$1,500)	\$5,000
Utilities	\$8,000			\$8,000
Valley Coordination	\$5,300	\$1,500		\$6,800
Subtotal Indirect Costs	\$232,000	\$0	\$0	\$232,000
Other Direct Costs				
Air Quality (Consultant)	\$8,000			\$8,000
Board Costs and Other Costs	\$29,000	\$2,000		\$31,000
Consultant (SR 41 Corridor Study)	\$50,000	\$6,478		\$56,478
Consultant (SB-1 Planning Grant)	\$271,984	\$62,720	\$3,374	\$338,078
Consultant (Regional Housing Program)	\$0	\$164,283	(\$397)	\$163,886
MCTA Conference(s)/Travel	\$2,500	(\$500)		\$2,000
MCTA Fin Asst/Audits/Annual Report	\$24,000			\$24,000
MCTA Project Development	\$10,000			\$10,000
MCTC TDA Audits	\$12,000			\$12,000
MCTC TDA Other Admin Costs	\$15,000			\$15,000
Model Update	\$40,000	(\$35,852)	\$1,905	\$6,053
Other MCTA Costs	\$4,000			\$4,000
Public Participation Program	\$30,000		\$16,309	\$46,309
RTP EIR	\$150,000		(\$45,000)	\$105,000
RTP/SCS Development	\$0			\$0
Technical/Modeling On-Call Services	\$50,000			\$50,000
Traffic Model & GIS Support	\$4,500			\$4,500
Traffic Monitoring Program	\$7,500			\$7,500
Translation Services	\$4,000			\$4,000
Triennial Performance Audits	\$30,000		(\$2,000)	\$28,000
Subtotal Other Direct Costs	\$742,484	\$199,129	(\$25,809)	\$915,804
Total Expenses	\$1,988,051	\$200,434	(\$42,192)	\$2,146,293
	\$0	\$0	\$0	\$0



**OVERALL WORK PROGRAM
Fiscal Year 2020-2021**

Amendment No. 2

Adopted January xx 2021

Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637
(559) 675-0721
www.maderactc.org

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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 2022 RTP/SCS and EIR will begin in the 20-21 fiscal year.

MCTC will consider retaining professional consultation services for the development of the 2022 RTP/SCS and EIR beginning in the Summer of 2020. 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.

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 utilized 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.

In addition to these performance measures, MCTC will integrate MAP-21 and FAST Act new performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for

Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

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

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.
4. Initiate activities related to the development of the 2022 RTP/SCS and EIR.

Tasks

Task	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.	Jul 2020-Jun 2021	30%
100.2	Maintain the 2018 RTP/SCS and develop amendments as necessary.	Jul 2020-Jun 2021	5%
100.3	Continue to develop and optimize SCS Funding Implementation Strategy.	Jul 2020-Jun 2021	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.	Jul 2020-Jun 2021	5%
100.5	Work and coordinate with other government agencies within nonattainment basin to consistently present multimodal issues of valley wide concern.	Jul 2020-Jun 2021	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	Jul 2020-Jun 2021	15%

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	Environmental Impact Report when indicated. Work with the Air District on air quality issues.		
100.7	Initiate planning activities/retain consultation for development of 2022 RTP/SCS and EIR	Aug 2020	10%
100.8	Conduct RTP public involvement as needed in support of 2022 RTP amendments.	Jan 2021 – Jun 2021	10%
100.9	Conduct public workshops/hearings to solicit public participation in the planning process, including government to government coordination, consultation, and collaboration with the tribal governments.	Jul 2020-Jun 2021	5%
			100%

FTE: .52

100 Regional Transportation Plan & EIR

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	12,043	RTP EIR (Consultant)	105,000
MCTA			
FHWA-PL	92,957		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	105,000	Subtotal	105,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	17,609	Direct Wages/Benefits plus Indirect:	153,521
MCTA			
FHWA-PL	135,912		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	153,521		
Total:	258,521	Total:	258,521

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.

Performance Measures Applicability Summary

PM 1: HSIP and Safety Performance – **Applicable every year**

PM 2: Pavement and Bridge Condition Performance

- Pavement Performance of the NHS
 - Percentage of Interstate pavements in Good condition – **N/A for Madera Region,**
 - Percentage of Interstate pavements in Poor condition – **N/A for Madera Region,**
 - Percentage of non-Interstate pavements in Good condition – **Applicable, 4-year cycle**
 - Percentage of non-Interstate pavements in Poor condition – **Applicability, 4-year cycle**
- Bridge Performance of the NHS
 - Percentage of NHS bridges in Good condition – **N/A for Madera Region,**
 - Percentage of NHS bridges in Poor Condition – **N/A for Madera Region,**

PM 3: System Performance/Freight/CMAQ Performance

1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure) - **N/A for Madera Region,**
 2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure) – **Applicable,**
 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) - **N/A for Madera Region.** This measure was repealed on May 31, 2018
- Freight Movement on the Interstate System - **N/A for Madera Region:**
 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) - **N/A for Madera Region;**
 6. Percent of Non-Single Occupancy Vehicle (SOV) Travel - **N/A for Madera Region.**
 - CMAQ On-Road Mobile Source Emissions:
 7. Total Emissions Reduction - **Applicable.**

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans in regards with PM1, PM2, PM3 targets.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Coordinated with Caltrans for PM 1/2/3.
6. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.

Product

1. Safety targets (PM 1) for the region.
2. Coordinate with FHWA and Caltrans regarding Federal and State requirements.
3. Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and development of planning documents related to developing targets.
4. Collect and report regional data on meeting targets, and all other reporting requirements as they relate to Safety, Pavements Condition, and System Performance.
5. Participation in Technical Advisory Group meetings for Performance Measures.
6. Monitor State and Federal guidance related to performance measures.

Tasks

Task	Task Description	Work Schedule	% of Work
101.1	Coordinate with FHWA and Caltrans regarding Federal and State requirements	2020-21	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	2020-21	15%
101.3	Establish PM1 performance targets and report processes for local agencies for performance measures	August-February	10%
101.4	Monitor PM2 performance targets and report processes for local agencies for performance measures	2020-21	10 %
101.5	Monitor PM3 performance targets	2020-21	10 %

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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	2020-21	20%
101.7	Participate in Technical Advisory Group meetings for Performance Measures	2020-21	10%
101.8	Monitor State and Federal guidance related to performance measures	2020-21	10%
			100%

FTE: .09

101 Performance Measures

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	24,066
MCTA			
FHWA-PL	21,306		
FTA-Section 5303			
STIP - PPM	2,760		
Other			
Subtotal	24,066		
Total:	24,066	Total:	24,066

WORK ELEMENT: 102 REGIONAL HOUSING PLANNING PROGRAM

Objective

To accelerate housing production in the Madera County Region and facilitate compliance with the Regional Housing Needs Assessment (RHNA) plan.

Discussion

California requires that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community.

Regional Early Action Planning (REAP):

Recent approvals of Senate Bill (SB) 113 and Assembly Bill (AB) 101 have made funding available to Councils of Governments and other groups, such as the San Joaquin Valley multiagency working group through a new Regional Early Action Planning (REAP) grant program. MCTC is part of this multiagency working group. This program is administered by the California Department of Housing and Community Development (HCD). The primary goal of the program is to accelerate housing production in California by cities and counties (local agencies) and facilitate compliance with the Regional Housing Needs Assessment prepared by HCD and MCTC.

Local Early Action Planning (LEAP) Grants:

The Local Early Action Planning Grants, provides grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that:

1. Accelerate housing production.
2. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.

Eligible activities must be related to housing planning and facilitate the streamlining and acceleration of housing production. MCTC will assist with the administration and distribution of LEAP grants in Madera County.

Regional Housing Needs Assessment (RHNA) Plan:

MCTC will assist the Housing and Community Development (HCD) department with the preparation with an update of the Madera County Regional Housing Needs Allocation Plan (RHNA) to estimate and allocate the housing needs in the Madera County region as mandated by the State for inclusion in city and county general plan Housing Elements. The RHNA Plan will include determinations of housing allocations specific to each jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting

communities with current relatively high proportions of lower income households.

*****This work element is to recognize upcoming potential tasks. As soon as all the information is known, this work element will be amended to show the tasks and budget. *****

Previous Work

1. Assisted HCD with the preparation of the 5th Cycle 2014 Madera County Regional Housing Needs Allocation Plan.

Product

1. Work with the San Joaquin Valley multiagency working group in the administration of REAP funding in Madera County.
2. Allocate LEAP funding in Madera County and assist member agencies, as needed.
3. Assist HCD with the preparation of the 6th Cycle 2022 Madera County Regional Housing Needs Allocation Plan.

Tasks

Task	Task Description	Work Schedule	% of Work
			100%

FTE: .04

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SJV REAP HOUSING	163,886		
Other			
Subtotal	163,8866	Subtotal	163,886
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	

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LTF		Direct Wages/Benefits:	9,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SJV REAP HOUSING	9,000		
Other			
Subtotal	9,000		
Total:	172,886	Total:	172,886

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.

MCTC updates the significant roadway network as needed to run new air quality analysis for new or amended RTP and FTIP roadway projects. The most recent RTP amendment incorporated new roadway configurations and project open to traffic dates for the future improvements along the State Route 41 corridor. The significant roadway network is used in the modeling process for travel volumes and air quality analysis.

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. Developed layer and database of disadvantaged communities for use in funding applications.
12. 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.
13. Developed database of transit routes and stops.

Product

1. Maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2018 RTP and 2019 and 2021 FTIPs.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.
5. Updated future year significant roadway network as a result of 2018 RTP Amendment 1.

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Tasks

Task	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	25%
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.	2020-21	10%
			100%

FTE: .19

Madera CTC Overall Work Program Fiscal Year 2020-21

110 Regional Planning Database

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	6,848	Direct Wages/Benefits plus Indirect:	59,703
MCTA			
FHWA-PL	52,855		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	59,703		
Total:	59,703	Total:	59,703

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

2. Published Madera County Traffic Monitoring – 2019 Annual Report.
3. Developed a triennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
4. Speed studies, accident diagrams, and traffic warrants as required.

Product

4. Madera County Traffic Monitoring – 2020 Annual Report.
5. Traffic counts.
6. HPMS data submission to Caltrans.
7. Document tribal government-to-government relations.

Tasks

Task	Task Description	Work Schedule	% of Work
111.1	Conduct traffic counts at various locations. Issue Report	Mar to June 2021	70%
111.2	Provide traffic monitoring support to local agencies, including tribal governments	2020-21	15%
111.3	Collect data from local agency and Caltrans traffic county programs	2020-21	10%
111.4	Coordinate the submission of HPMS data to Caltrans from local agencies as required	2020-21	5%
			100%

FTE: .02

111 Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant – Traffic Counts	7,500
MCTA			
FHWA-PL	6,640		
FTA-Section 5303			
STIP - PPM	860		
Other			
Subtotal	7,500	Subtotal	7,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	5,603
MCTA			
FHWA-PL	4,960		
FTA-Section 5303			
STIP - PPM	643		
Other			
Subtotal	5,603		
Total:	13,103	Total:	13,103

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 (MIP) utilizing the Cube Base/Voyager software system. The model is currently being updated to a new base year, 2018.

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all the San Joaquin Valley transportation demand models. As a result, the new transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP).

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

The current MCTC Model update is being prepared by Elite Transportation Group. The update will advance the base year to 2018, apply latest planning assumptions related to travel behavior, and improve mode choice with more robust transit network modeling. The model is expected to be available for uses related to FTIP and RTP development in the 20-21 fiscal year.

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.

SB 743 (2013), requires that the existing metric of Level of Service (LOS), used in measuring transportation impacts in CEQA, be replaced with Vehicle Miles Travelled as a metric of analysis. MCTC is coordinating with local agencies and state staff regarding this change taking effect on

July 1, 2020. The MCTC Model is being updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis.

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

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 is expected to provide a higher level of information for use in ongoing air quality planning activities.

MCTC staff will prepare a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2050. The growth forecast will be the basis for the scenario development for the 2022 RTP/SCS used in the model. The forecast will be done at the city/county level and can be used in the cities'/County's general plan development.

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 extended into the 2019-20 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. Part of the update includes making the tool applicable for VMT analysis related to SB

743.

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. Model Update.
6. SB 743 readiness.

Tasks

Task	Task Description	Work Schedule	% of Work
112.0.1	Maintain network and zonal database for year 2010 and projected years to 2042.	Jul 2020-Jun 2021	10%
112.0.2	Organize Model Coordinating Committee Meetings as needed.	Jul 2020-Jun 2021	5%
112.0.3	Local and regional project model runs.	Jul 2020-Jun 2021	10%
112.0.4	Utilize modeling tools in support of SJ Valley Blueprint.	Jul 2020-Jun 2021	5%
112.0.5	Participate and coordinate with other valley agencies in model improvement activities.	Jul 2020-Jun 2021	5%
112.1.1	Continue work on 2018 Model Update	Jul 2020-Aug 2021	55%
112.1.2	SB 743 Model Readiness	Jul 2020-Jun 2021	10%
			100%

FTE: .29

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112.0 Regional Transportation Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Technical/Modeling On-Call Services (Consultant)	50,000
MCTA		Cloud Computing (Valley)	1,000
FHWA-PL	48,249	Software Maintenance (Valley)	3,500
FTA-Section 5303			
STIP - PPM	6,251		
Other			
Subtotal	54,500	Subtotal	54,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	90,335
MCTA			
FHWA-PL	79,974		
FTA-Section 5303			
STIP - PPM	10,361		
Other			
Subtotal	90,335		
Total:	144,835	Total:	144,835

112.1 Model Update

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	784	Consultant – Model Update	6,053
MCTA			
FHWA-PL	5,269		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	6,053	Subtotal	6,053
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	4,778	Direct Wages/Benefits plus Indirect:	5,504
MCTA			
FHWA-PL	726		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	5,504		
Total:	11,557	Total:	11,557

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 2017, etc.).

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the state by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC state AND federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the 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.

In 2019 Safer Affordable Fuel Efficient (SAFE) Rule 1 was presented for rulemaking by the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The rule was finalized in 2019 revoking California's authority to implement the Advanced Clean Cars and ZEV mandates. Revoking these mandates has negatively impacted the state's ability to meet its greenhouse gas and criteria pollutant emissions reductions goals as well as public health, housing, equity, and goods movement goals. The rules have rendered the EMFAC emissions model invalid further compounding the problem by removing the necessary tools to complete tasks related to demonstrating air quality conformity as well as other air quality measurements and projections MCTC uses the EMFAC model for.

As a result of the SAFE Rule 1 finalization, state agencies have been working to develop a suitable approach upon which required planning activities related to air quality analysis may continue. MCTC staff has worked in close collaboration with state and valley partners to test new tools and methods in response to SAFE Rule 1 passage. A second element of the SAFE Rule was finalized on March 31, 2020 further lowering vehicle emission standards. MCTC staff will continue to monitor SAFE Rule impacts and participate with partners to find an adequate solution to the issues the rule has created.

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.

Product

1. Contract with Valley Air Quality Consultant (approx. \$8,000).
2. Prepare Conformity Determinations as required for any amendments to the 2019 FTIP or 2018 RTP.
3. Monitor SAFE Rule rulemaking.
4. Participate in testing solutions for SAFE Rule issues.
5. Document tribal government-to-government relations.

Tasks

Task	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.	Jul 2020-Jun 2021 Monthly, or as needed	25%
113.2	Monitor State and Federal guidance related to air quality transportation planning requirements.	Jul 2020-Jun 2021	10%
113.3	Submit future year travel forecasts to the SJVAPCD and the CARB as requested.	Jul 2020-Jun 2021	5%
113.4	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	Jul 2020-Jun 2021	5%

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	plans.		
113.5	Evaluate various alternative modes of transportation as they relate to air quality.	Jan 21 – July 21	10%
113.6	Continue with the ongoing public education process and work to develop outreach programs on conformity and other transportation issues.	Jul 2020-Jun 2021	5%
113.7	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.	Jul 2020-Jun 2021	10%
113.8	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.	Jul 2020-Jun 2021	5%
113.9	Prepare conformity finding for the draft 2021 FTIP.	July 20	25%
113.10	Prepare conformity finding for amendments to the 2019 FTIP and 2018 RTP and draft 2021 FTIP	Jul 2020-Jun 2021	25%
113.11	Monitor SAFE Rule Rulemaking	Jul 2020-Jun 2021	1%
113.12	Participate in finding/testing solutions for issues related to SAFE Rule	Jul 2020-Jun 2021	19%
			100%

FTE.23

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113 Air Quality Transportation Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	918	Air Quality Consultant	8,000
MCTA			
FHWA-PL	7,082		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	8,000	Subtotal	8,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	9,604	Direct Wages/Benefits plus Indirect:	74,126
MCTA			
FHWA-PL	64,522		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	74,126		
Total:	82,126	Total:	82,126

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) built upon the previously completed San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

This study was funded through a 2014-15 Caltrans Partnership Planning for Sustainable Transportation grant program for continued evaluation and refinement of the San Joaquin Valley goods movement system.

[San Joaquin Valley I-5 Goods Movement Plan](#)

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

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

[Study of Short-Haul Rail Intermodal Facilities in the San Joaquin Valley](#)

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

The rail corridor system will allow goods currently being trucked through the Valley to be “diverted” to the rail corridor. This will relieve congestion, facility deterioration and air pollution by reducing truck vehicle miles traveled (VMT) – the number one contributor to all these factors.

Cambridge Systematics has been retained to conduct an analysis of Short Haul Rail Intermodal Facilities in the San Joaquin Valley.

Origin/Destination and Fiscal Impact Study

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

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.

State Route 99 Corridor Plan

The purpose of the SR 99 Corridor Plan is to identify the boundaries of the corridor and present a District-wide unified vision for the corridor. The Corridor Plan will identify projects and strategies with associated performance measures that position the District and partner agencies to compete for funding through different programs. MCTC staff will continue to participate with District 6 and San Joaquin Valley MPO partners to assist in the development of the State Route 99 Corridor Plan.

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.
5. Participate with the development of the SR 99 Corridor Plan.

Tasks

Task	Task Description	Work Schedule	% of Work
120.1	Review local agency circulation elements including goals, policies, and objectives.	Jul 2020-Jun 2021	20%
120.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies.	July 2020-June 2021- as needed when new information becomes	25%

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		available	
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 2020-June 2021 - as needed when new information becomes available	25%
120.4	Participate and provide technical support for planned or ongoing Valleywide Goods Movement Projects.	Jul 2020-Jun 2021	10%
120.5	Participate and provide technical support for the SR 99 Corridor Plan	July 2020-December 2020- or as needed	20%
			100%

FTE: .31

120 Goods Movement and Highways Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,967	Direct Wages/Benefits plus Indirect:	95,614
MCTA			
FHWA-PL	84,647		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	95,718		
Total:	95,614	Total:	95,614

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 emphasis on those activities related to responding to State/Federal agency requirements.

Previous Work

1. Madera County 2018 Regional Transportation Plan.
2. Madera County 2018, 2020 Regional Transportation Improvement Programs.
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	Task Description	Work Schedule	% of Work
122.1	Maintain current with all Federal/State project programming and delivery requirements.	2020-21	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.	2020-21	30%
122.3	Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.	2020-21	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.	2020-21	5%
			100%

FTE: .16

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122 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	39,810
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	39,810		
Other			
Subtotal	39,810		
Total:	39,810	Total:	39,810

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 has been updated in FY 2019-020 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.

MCTC staff maintains the Short Range Transit Development Plan (SRTDP), a five year plan completed in 2017-18 and valid through 2021-22. MCTC will begin working on updating the SRTDP for the subsequent five years.

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 North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTTP), 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 NFRTTP 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. 2018 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.
5. Coordinated Public Transit-Human Services Transportation Plan – 2020.
6. Short Range Transit Development Plan – 2017/18 – 2021/22.
7. Conduct scientific public survey of Eastern Madera County Residents regarding potential transit system between Fresno and Yosemite National Park – 2013.
8. UC Davis Alternatives for Meeting Transit Needs in Rural San Joaquin Valley Study.
9. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
10. Public Transportation Safety Plan Targets coordination.
11. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Document tribal government-to-government relations.

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3. Review transit operator agreements and update if needed.
4. Coordinate with member agencies regarding Transit Asset Management (TAM) Plans.
5. Review and update various transit plans.
6. Coordinate with member agencies to set PTASP targets for the region.

Tasks

Task	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	25%
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.	2020-21	5%
130.6	Participation on Transit Advisory Board and monitor related transit agencies.	Quarterly	10%
130.7	Transit Asset Management (TAM) Plan coordination.	2020-21	5%
130.8	Public Transportation Safety Plan Target coordination.	2020-21	5%
130.9	Review Short Range Transit Development Plan and update accordingly.	July-20—Dec-21	25%
			100%

FTE: .34

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130 Public Transportation

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	11,116	Direct Wages/Benefits plus Indirect:	96,914
MCTA			
FHWA-PL			
FTA-Section 5303	85,798		
STIP - PPM			
Other			
Subtotal	96,914		
Total:	96,914	Total:	96,914

WORK ELEMENT: 140 OTHER MODAL ELEMENTS

Objective

MCTC Staff will 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.

Caltrans District 6 is currently working with the Headquarters Smart Mobility and Active Transportation Branch in developing the California Active Transportation Plan (CAT). Each District will be required to develop a CAT plan. District 6 is in the preliminary stages of developing communication with internal District 6 functional units such as Traffic Operations, Design, Public Information Office, and Asset Management. Stakeholder engagement will be conducted

throughout the development of the plan using map-based survey tools. There will be a specific focus on engagement with disadvantaged communities. Planning will develop contextual guidance for selecting bike/pedestrian facilities needed for SHOPP Project Initiation Report documents.

Caltrans District 6 is updating the Bicycle Guide for Complete Streets Elements 2015. The Bicycle Plan and Complete Streets Facilities for Caltrans District 6 (2019) has been completed. Towards an Active California State Bicycle & Pedestrian Plan was completed in 2017.

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 ALUCP 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.

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.
9. Interactive ATP webpage released.

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. Updates to the ITS Architecture Maintenance Plan, if needed.
4. Minutes from the Central Valley Rail Working Group and San Joaquin Valley Rail Committee meetings.

Tasks

Task	Task Description	Work Schedule	% of Work
140.1	Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail.	Monthly - as necessary and when information becomes available	20%
140.2	Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects.	July 2020 - June 2021 – 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.	January 2021-June 2021 – as needed	5%
140.4	Participate in meetings/workshops related to ITS, rail,	July 2020 - June	20%

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	aviation, bicycle and pedestrian facilities, and other modal elements.	2021 – monthly and as needed	
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 2020 - June 2021 – as needed	5%
140.6	Represent Madera County on the San Joaquin Valley Rail Committee.	July 2020 - June 2021 – as needed basis	5%
140.7	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments.	July 2020 - June 2021 – as needed when information becomes available	25%
140.8	Develop and maintain Active Transportation web page.	July 2020 - June 2021 – monthly and as needed	10%
			100%

FTE: .39

140 Other Modal Elements

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	13,687	Direct Wages/Benefits plus Indirect:	119,327
MCTA			
FHWA-PL	105,640		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	119,327		
Total:	119,327	Total:	119,327

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. MCTC Staff will provide public with information on activities, meetings, planning documents and reports, and to seek input from the public on MCTC's planning activities and will utilize a consultant where necessary. Special emphasis is placed on public participation from environmental justice communities.

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 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 January of 2020 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. Participation in the Central Valley Environmental Justice Project.
4. Conducted extensive outreach efforts with environmental justice communities as part of the 2018 RTP and Unmet Transit Needs.
5. Title VI Analysis for the 2018 RTP.
6. Title VI Plan and Limited English Proficiency Plan.
7. 2020 MCTC Public Participation Plan.
8. MCTC Social Media Policy.

Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.

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3. Conduct extensive outreach efforts with environmental justice communities as part of the 2020 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.

Tasks

Task	Task Description	Work Schedule	% of Work
150.1	MCTC Staff will amend as necessary the MCTC Public Participation Plan to comply with Federal and State requirements.	January 2021 – June 2021 or as needed	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.	2020-21	10%
150.3	Provide Spanish language translations.	2020-21 - as needed	10%
150.4	MCTC Staff will Coordinate, Consult, Collaborate with tribal governments.	2020-21 – as needed	15%
150.5	Implement MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments.	2020-21	10%
150.6	Develop and implement bicycle and pedestrian safety, education, and encouragement programs.	Jan 2021 – June 2021	10%
150.7	Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings.	2020-21 - as needed	15%
150.8	MCTC Staff will 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 2021 – Dec 2021	10%
150.9	Collaborate with the Madera Community College Center to engage student community in outreach and education activities.	Jan 2021 – June 2021	5%
			100%

FTE.17

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150 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,132	Public Notices	8,800
MCTA		Public Outreach Costs	16,309
FHWA-PL	24,177	Translation Services	2,000
FTA-Section 5303		SJV Website	200
STIP - PPM			
Other			
Subtotal	27,309	Subtotal	27,309
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,737	Direct Wages/Benefits plus Indirect:	50,019
MCTA			
FHWA-PL	44,282		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	50,019		
Total:	77,328	Total:	77,328

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 (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.

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 20-21 fiscal year.

On April 26, 2018 California State Transportation Agency announced that the SJJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation. MCTC staff will monitor and participate in activities related to the project as needed throughout 2020-2021.

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 2020-2021 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.

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.

Tasks

Task	Task Description	Work Schedule	% of Work
151.1	Represent rideshare program as required.	2020-21	10%
151.2	Provide rideshare promotional materials as required.	2020-21	5%
151.3	Develop/print promotional materials.	2020-21	10%
151.4	Maintain and update TDM activities on MCTC website.	2020-21	10%
151.5	Conduct community outreach activities as needed.	2020-21	10%

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151.6	Participate in CalVans joint powers agency.	As Required	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.	2020-21	40%
151.8	Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.	2020-21	5%
			100%

FTE: .21

151 Alternative Transportation Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	64,583	Direct Wages/Benefits plus Indirect:	64,583
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	64,583		
Total:	64,583	Total:	64,583

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 continue during Fiscal Year 2020-21 with anticipated 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 based on a 75%/25% county minimum and Caltrans split. The “local share” is apportioned to the county based upon the old “county minimums” formula. The “local share” is now programmed by MCTC pursuant to certain project eligibility requirements as identified in STIP guidelines. The MCTC also has the option to bid for projects in the 25% Caltrans share subject to specific conditions. The STIP has a five year programming period which is updated biennially by the region and approved by CTC. Each year involves considerable effort by staff to monitor developments related to the implementation of revised STIP requirements.

Under Federal transportation legislation, MCTC is responsible for Federal funding programs: Regional Surface Transportation Block Grant Program (RSTP); the Congestion Mitigation and Air Quality Program (CMAQ); 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, all three performance measures have 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.

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

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program 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: 2002-2019.
11. Conducted a CMAQ Call for Projects in FY 19-20.

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, if necessary.

Tasks

Task	Task Description	Work Schedule	% of Work
200.1	Review California Transportation Commission Fund Estimates and policies.	July 2020-June 2021 – as information becomes available	5%
200.2	Review Caltrans proposed IIP and solicit local agency input.	July 2020-June 2021 – as	5%

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		information becomes available	
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 2020-June 2021 – as needed/required through entire Fiscal Year, as requested by State and local agencies.	60%
200.4	Coordination of Federal Transportation Improvement Program with Regional Transportation Improvement Program.	July 2020-June 2021 – as needed though entire Fiscal Year	5%
200.5	Prepare, submit, and upload various CMAQ Reports.	4Q 2020	10%
200.6	Prepare and submit AB 1012 report.	1Q 2021	5%
200.7	Participate in the Statewide Programmers Group. Program Regional FTIP information utilizing the CTIPS.	July 2020-June 2021 – monthly though entire Fiscal Year	5%
200.8	Prepare Annual Listing of Obligated Projects.	4Q 2020	5%
			100%

FTE: .54

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200 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	159,679
MCTA			
FHWA-PL	141,364		
FTA-Section 5303			
STIP - PPM	18,315		
Other			
Subtotal	159,679		
Total:	159,679	Total:	159,679

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 2020-21 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 was tasked with the administration of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). For the PTMISEA program MCTC is responsible for disbursement of funds to local agencies, and project tracking, including semi-annual reporting to Caltrans.

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

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of

new transit vehicles or provide operating funds pursuant to the guidelines.

SB 1 provides a new revenue source with the implementation of the State of Good Repair (SGR) program. MCTC currently suballocates SGR funds to local agencies by population. For the SGR program, MCTC is also responsible for review and submission of project lists, disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 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 2020-21 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.

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Tasks

Task	Task Description	Work Schedule	% of Work
901.1	Prepare finding of apportionment for LTF/STA and make allocations.	May-21	5%
901.2	Review and Process LTF/STA claims – review for conformance with applicable TDA law, the RTP, and SRTDP.	2020-21	20%
901.3	Prepare LTF/STA financial reports.	Dec-20	20%
901.4	Conduct meeting of the SSTAC.	March – May-21	5%
901.5	Conduct Unmet Transit Needs hearing.	Apr-21	5%
901.6	Prepare Unmet Transit Needs staff report.	Apr-21	21%
901.7	Maintain appropriate financial activity records.	2020-21	5%
901.8	Contract for appropriate fiscal audits.	Aug-20	2%
901.9	Administer Prop 1B transit program – PTMISEA	2020-21	5%
901.10	Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307	2020-21	2%
901.11	Administer LCTOP Program	2020-21	5%
901.12	Administer SGR Program	2020-21	5%
			100%

FTE: .43

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901 Transportation Funds Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	58,000	Audits	12,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Triennial Performance Audits	28,000
STIP - PPM		Other Costs	15,000
Other			
Subtotal	58,000	Subtotal	58,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	68,500	Direct Wages/Benefits plus Indirect:	68,500
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	68,500		
Total:	126,500	Total:	126,500

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	Task Description	Work Schedule	% of Work
902.1	Initiate OWP development process/review IPG and State OWP guidelines.	Nov-20	10%
902.2	Identify local project needs through public input.	Oct-May-20-21	5%
902.3	Complete Quarterly Reports.	Quarterly	20%
902.4	Develop & circulate Draft OWP and Budget for public and agency review.	Dec-Feb-21	45%
902.5	Complete & adopt Final OWP with compliance certifications and process agreement.	June-21	10%
			100%

FTE: .15

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902 Overall Work Program & Budget

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	4,901	Direct Wages/Benefits plus Indirect:	31,199
MCTA			
FHWA-PL	26,298		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	31,199		
Total:	31,199	Total:	31,199

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 on an annual 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 \$169,662 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 a well-planned multi-modal complete street concept while also providing a sense of place for the residents, business, and visitors.

The following sub-sections describe the project as well as the project outcomes for Phase I and the scope of work, tasks, and deliverables for Phase 2 of this project. Section 903.1 summarizes Phase I of the SR 233 Corridor Study and the products of tasks 1 through 3, as well as the continuing staff coordination and outreach efforts. 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)**

PREVIOUS WORK

Phase I of this element produced the Public Participation and Outreach Plan (PPOP) and the Existing Conditions Report. MCTC retained the consultant firm TJKM to develop the PPOP, to gather data for the Existing Conditions Report, and to work on Phase II of this project. As part of the PPOP, stakeholders were identified, a Stakeholder Advisory Committee was organized, a Stakeholder Committee kick-off meeting, Community Workshop, and a Stakeholder Advisory Committee meeting were held. The Existing Conditions Report was finalized, and the results were presented to the City of Chowchilla's Planning Commission and City Council, and to the Madera CTC Board.

A detailed scope of work with all the activities and responsible parties follows.

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’s Planning Commission and City Council

- Present conditions report to Planning Commission and 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</i>

	<i>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's Planning Commission and 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, Project Implementation Matrix, 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>

Due to the covid-19 state of emergency, the SR 233 Team had to shift away from in-person outreach activities and format the presentations to be virtual to abide by the stay-at-home order and continue updating and seeking community input for this project. The following is a description of how this was achieved.

Community workshop 2 and Stakeholder Advisory Committee 2 were held via zoom. The power point presentations were reformulated to be very interactive and video recordings were posted on the project website and on our partner agency, the City of Chowchilla, YouTube channel, to better reach the community and have them accessible to anyone at a later time. Comments

were taken after comment period closed and three additional design alternatives were developed after these meetings and included in the draft document. No more meetings were scheduled.

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	Task Description	Work Schedule	% of Work
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	8%
903.2.4	Produce SR 233/Robertson Boulevard Corridor Planning Study	July 20 - Jan 2021	11%
903.2.5	SR 233 Corridor Study presentations to Committee, Chowchilla’s Planning Commission, Chowchilla’s 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%
			100%

FTE: .06

Madera CTC Overall Work Program Fiscal Year 2020-21

903.1 SR 233 Corridor Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,972	Consultant	34,633
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 18-19	30,661		
Subtotal	34,633	Subtotal	34,633
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	115	Direct Wages/Benefits:	1,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 18-19	885		
Subtotal	1,000		
Total:	35,633	Total:	35,633

903.2 SR 233 Corridor Study

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	9,718	Consultant	84,720
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	75,002		
Subtotal	84,720	Subtotal	84,720
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,113	Direct Wages/Benefits:	9,700
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	8,587		
Subtotal	9,700		
Total:	94,420	Total:	94,420

WORK ELEMENT: 905 PROJECT PRIORITIZATION STUDY

Objective

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

Discussion

The goals of the Project Prioritization Study are to identify and prioritize transportation projects that best help the region meet its various goals related to Greenhouse Gas (SB375) reduction, reducing vehicle mile traveled (SB743), better accommodating diverse modal choice, increasing traffic safety, supporting economic vitality and decreasing adverse health effects related to travel throughout the Madera Region. The overall process will be one that continues to advance MCTC's overarching goal of further promoting social equity in transportation project delivery.

MCTC previously completed a Project Prioritization Study in 2005. The previous study established the foundation upon which project listings were utilized for various subsequent planning documents and activities including the Regional Transportation Plan, Federal Transportation Improvement Program, and the Measure "T" Investment Plan. The new study will be conducted in three phases with oversight from an MCTC staff project manager and a committee of local agency representative stakeholders. MCTC will retain professional consultant services to assist in the study development. The procurement of said activities will take place in the Winter of 2019-20. Project kickoff and coordination will occur following the retaining of consultant services.

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

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

The results of the prioritization will be presented to stakeholders and implemented into the regional planning process. The final phase will focus on application of the prioritized projects

towards planning activities and analysis performed in the development or updates of the RTP/SCS, FTIP, ATP, Measure “T” Program extension, traffic model network revisions, and other pertinent planning exercises including activities overseen by local agency partners. MCTC will evaluate the need for future updates of this study after completion. Activities for phase three will take place in late fall of 2020.

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

905.1 Project Prioritization Study Phase 1

PHASE 1: (FY 2019-20 FUNDING)

1. Project Kickoff

Task 1.1 Project Kick-Off Meeting with Caltrans

- MCTC will hold a meeting with the consultant to develop or refine project scope, schedule, and reporting procedures as necessary.
- Meeting summary will be documented.
- **Responsible Party:** MCTC, Consultant

Task 1.2 Project Oversight Committee

- Identify members for Project Oversight Committee.
- Committee to be comprised of agency staff responsible for project oversight and delivery or other relevant stakeholders.
- The committee will review project progression, methods and results and provide feedback on project tasks.
- Roster of committee members will be created.
- Stakeholder Advisory Committee meeting will be held after group is formed.
- Meeting summary will be documented.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
<i>1.1</i>	<i>Meeting Notes</i>
<i>1.2</i>	<i>Stakeholder Advisory Committee Roster; Meeting Notes</i>

2. Data Collection

Task 2.1 Collection of Existing Project Data

- Listing of existing project data from all available sources.
- A master project database will be created to house this information.

- **Responsible Party:** Consultant

Task 2.2 Develop Unidentified Project Data Identification Methodology

- Consultant will work with MCTC and Study Advisory Committee to develop appropriate project identification criteria using available resources to identify any new projects for inclusion in the study.
- A memorandum about the chosen methodology will be developed.
- **Responsible Party:** Consultant

Task 2.3 Establish Unidentified Project List/Data

- Consultant will utilize method established in Task 2.2 to identify new projects to be analyzed for the study.
- Newly identified projects will be added to the master project database.
- **Responsible Party:** Consultant

905.2 Project Prioritization Study Phase 2

PHASE 2: (FY 2020-21 FUNDING)

Task 2.4 Finalize Master Project Database

- Consultant will normalize all project data by mode.
- Meeting to review database with Study Advisory Committee.
- Meeting notes and final master database to be created.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
2.1	<i>Master Project Database – Existing Projects</i>
2.2	<i>Unidentified Project Identification Methodology Memorandum</i>
2.3	<i>Master Project Database – New Projects</i>
2.4	<i>Final Master Project Database, Meeting Notes</i>

PHASE 2: (FY 2020-21 FUNDING)

3. Prepare Draft Study Report

Task 3.1 Develop Prioritization Methodology

- Consultant shall consider an array of transportation goals at local, regional, state, and federal levels as they pertain to the study projects.
- Consultant will create an objective scoring process based around the effectiveness in meeting these goals.
- Workshop/webinar/comment solicitation for input into the prioritization methodology.

- A draft memorandum will be created with the proposed prioritization methodology.
- **Responsible Party:** Consultant

Task 3.2 Review Methodology with Study Oversight Committee

- A meeting will be held to review the proposed project methodology with the Advisory Stakeholder Committee.
- Changes will be made to the methodology as necessary
- Consultant will prepare a memorandum detailing the final project prioritization methodology.
- **Responsible Party:** MCTC, Consultant

Task 3.3 Prioritization of Projects

- Consultant will prioritize projects using agreed upon methodology.
- Project prioritization results will be listed into the master database.
- Development of Funding Recommendations and Matrix.
- **Responsible Party:** Consultant

Task 3.4 Prioritization Results Review

- Meeting will be held with the Study Oversight Committee to review prioritization results.
- Consultant shall prepare meeting notes.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
3.1	<i>Draft Memorandum of Project Prioritization Methodology</i>
3.2	<i>Memorandum of Project Prioritization Methodology</i>
3.3	<i>Project Database</i>
3.4	<i>Meeting Notes</i>

Task 4.3 Finalize Draft Study Report

Publish Draft Study Report.

PHASE 3: (FY 2020-21 FUNDING)

4. Prepare Draft Study Report

Task 4.1 Prepare Internal Draft Study Report

- Preparation of Draft Study Report Including the following elements:
 - Study Goals
 - Existing Projects
 - New Projects

- New Project Identification Methodology
- Analysis/Prioritization Factors
- Prioritization Methodology
- Prioritization Results
- Applicability of Study for local/regional planning activities
- **Responsible Party:** Consultant

Task 4.2 Study Oversight Committee Review

- Distribute Draft Study Report to Study Oversight Committee.
- Revise Draft Study Report as necessary.
- **Responsible Party:** Consultant

Task 4.3 Finalize Draft Study Report

- Prepare a finalized Draft of the Study Report for review
- Publish Draft Study Report for review in accessible formats online or made available in hard copy at MCTC offices.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
4.1	<i>Initial Draft Study Report</i>
4.2	<i>Finalized Draft Study Report</i>
4.3	<i>Draft Study Report, published for review</i>

5. Finalize Study Report

Task 5.1 Incorporate Comment Responses

- Review comments and respond as necessary.
- **Responsible Party:** MCTC, Consultant

Task 5.2 Prepare Study Report in Final Form

- Consultant shall make final revisions to the Draft Study Report.
- **Responsible Party:** Consultant

Task 5.3 Presentations/Meetings

- Consultant and MCTC staff will engage in meetings or presentations regarding the Draft and/or Final Study Report as needed.
- Notes or PowerPoints from the meetings will be provided.
- **Responsible Party:** MCTC, Consultant

Task 5.3 Approve and Publish Final Study Report

- Final Study Report approved by MCTC Board.

- Final Study Report published in accessible formats online or made available in hard copy at MCTC offices.
- **Responsible Party:** MCTC, Consultant

Task	Deliverable
5.1	<i>Responses to Comments received on the Draft Study Report</i>
5.2	<i>Quarterly Reports</i>
5.3	<i>Presentation/Meeting notes, handouts, powerpoints</i>
5.4	<i>Final Study Report approved and published</i>

Fiscal Management Tasks

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

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
	<i>Invoice Packages</i>
	<i>Quarterly Reports</i>

Previous Work

- Master database of currently and not currently identified projects by mode subject to prioritization analysis

Product

- Master database of currently and not currently identified projects by mode subject to prioritization analysis
- Final Study Report.

Tasks Summary

Task	Task Description	Work Schedule	% of Work
905.1.1	Begin Phase 1 of Study – Project Initiation/Coordination Meeting	July 2020	5%
905.1.2	Obtain Available Data on Currently Identified Multi-modal projects	July – Oct 2020	15%
905.1.3	Develop Unidentified Project Data Identification Methodology	Oct – Nov 2020	15%
905.1.4	Complete Unidentified Project List/Data	Oct - Nov 2020	5%
905.2.1	Complete Study Task 2.4 – Data Collection	Sept – Dec 2020	5%
905.2.2	Complete Study Task 3 - Prioritization Activity	Jan - Feb 2021	15%
905.2.3	Complete Study Task 4 – Draft Study Report	Feb – Mar 2021	25%
905.2.4	Complete Study Task 5 – Final Study Report	Apr 2021	10%
905.2.5	Prepare Invoicing/quarterly reports	July 2020 - April 2021	5%
			100%

FTE: .07

905.1 Project Prioritization Study – Phase 1

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	4,446	Consultant	38,765
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	34,319		
Subtotal	38,765	Subtotal	38,765
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	287	Direct Wages/Benefits plus Indirect:	2,500
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 19-20	2,213		
Subtotal	2,500		
Total:	41,265	Total:	41,265

905.2 Project Prioritization Study – Phase 2, 3

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	20,641	Consultant	179,960
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	159,319		
Subtotal	179,960	Subtotal	179,960
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	1,262	Direct Wages/Benefits:	11,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
SB 1 Sustainable Communities Grant FY 20-21	9,738		
Subtotal	11,000		
Total:	190,960	Total:	190,960

WORK ELEMENT: 906 FRESNO-MADERA SUSTAINABLE CORRIDOR STUDY

Objective

As a joint endeavor between the Fresno Council of Governments and the Madera County Transportation Commission, the primary purpose of the Fresno-Madera Sustainable Corridor Study is to determine the future transportation needs of the northern portion of State Route 41 that runs through the core of the City of Fresno and continues north into the future developed area of Madera County. This Study will also include the major connecting corridor that serve residents of both counties, Avenue 9, which links SR41 and SR99 in southern Madera County. The joint study will provide direction for both Counties as residential population and the need for sustainable transportation improvements continues to increase along the corridor. Fresno COG and Madera CTC anticipate that the general public and disadvantaged communities will be stakeholders for all public outreach efforts.

Fresno COG and Madera CTC intend to engage with a consulting firm for study development. The study is funded by state Senate Bill 1 and federal Consolidated Planning Grant (CPG) funds. The final corridor study should be completed in June of 2021. The funds will expire on February 28, 2023. Following the main objectives of Senate Bill 1 planning grant dollars, this study will be a comprehensive planning effort between the regional planning agencies (Fresno COG and Madera CTC), and Caltrans. An emphasis will be placed on strategies and recommendations that provide more transportation choices and reflect local community needs while simultaneously reducing congestion and greenhouse gas emissions.

Discussion

Fresno COG and Madera CTC understand the need for a sustainable corridor strategy that is in line with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines and Caltrans Corridor Planning Guidebook. This study will use these matrices and planning principles to guide development of the corridor plan. This study will take a comprehensive look at Travel Demand Management (TDM) strategies along the corridor, including how to best integrate strategies such as HOV express lanes, dedicated transit lanes, and active transportation features into the corridor to promote efficiency and reduce our environmental impact as the region continues to grow.

The study area proposed encompasses two parts. The main trunk is a 19 mile stretch of State Route 41 starting at the junction of SR41 and SR99 south of Downtown Fresno and rising north to the Madera Canal at Avenue 15 in Madera County. SR41 currently exists as a 4 to 6 lane divided freeway for nearly the entire stretch of the study area located in Fresno County. In Madera County, the highway transitions to an undivided 2 lane highway southbound, with 1 lane going north. The second part, Avenue 9, is a 10.7 mile stretch of mostly undivided single lane roadway

located in rural southern Madera County, connecting to SR 41 at Children's Blvd and extending westward to an interchange with State Route 99, providing access to both northbound and southbound on-ramps.

The proposed study area along State Route 41 will see changes in the future, mostly located on the undeveloped Madera County side. Two new self-sustainable master planned communities in Madera County will bring over 10,000 new residences to the corridor. Southeast of Avenue 12 and SR41, the master planned community of Riverstone is projected to bring roughly 6,600 of these new residences, while the planned community northeast of Avenue 15 and SR41, Tesoro Viejo, will bring around 5,200. Both communities will also include new educational centers, retail and commercial hubs, office parks, as well as light industrial space. Sales and construction of both communities started in the late 2010s.

At Avenue 9/Children's Blvd and SR41, the existing Valley Children's Hospital, a regional hub for pediatric care, has signaled they intend to move forward with further expansions of their campus by purchasing additional land. Community Regional Medical Centers has also purchased hundreds of acres of land directly northeast of Avenue 12 and SR41, with the intention of eventually opening a medical center to complement the growth of adjacent populations.

Directly feeding into State Route 41, Avenue 9 has seen increased traffic as the Fresno metropolitan area grows northward, providing an easier access to point to northbound SR99 by using Avenue 9 to connect from NB SR41. SR99 is the primary route utilized to travel in the heart of the San Joaquin Valley, as it provides key connections to both Northern and Southern California. Avenue 9 currently exists as a single lane undivided road, shared by farming equipment and heavy-duty trucks, residents and workers who live along the roadway, and commuters who are travelling between Madera and Fresno and beyond. Data from TIMS (Transportation Injury Mapping System), UC Berkeley shows that during a 10-year period (2009-2018), there were 3 fatal crashes and 115 injury crashes on this segment of Avenue 9. Causes contributing to this higher than average rate include limited shoulder areas, the absence of passing lanes, and narrow travel lanes. Limited right-of-way has prevented further safety improvements according to Madera County. The joint study between Fresno COG and Madera CTC will evaluate the safety of Avenue 9 and recommend improvements to the corridor that will be able to handle the volume of travel anticipated as the region grows.

Fresno COG and Madera CTC understand that future growth will significantly affect the transportation system that currently exists. Together, this study will review existing and future land use and transportation plans to understand the growth potential and impact to the corridor. Similarly, the plan aims to provide sustainable recommendations for future improvements to the corridor, relying on a bi-county modelling approach to forecast traffic growth along the corridor, and the sustainable strategies that will allow both Counties to remedy any impacts and reduce greenhouse gas emissions.

Fresno COG is the lead agency for the project and will be responsible for all reporting, invoicing, and communication with Caltrans.

Task 01 Finalize Scope of Work

- Fresno COG, Madera CTC, City of Fresno, County of Madera, and Caltrans staff hold meetings to coordinate priorities, agree to financial commitments, and finalize the scope of work.
- **Responsible Party:** Fresno COG, Madera CTC, City of Fresno, County of Madera, and Caltrans staff

Task 02 Request for Proposal Development

- Fresno COG and Madera CTC staff will coordinate and produce an RFP for release.
- **Responsible Party:** Fresno COG and Madera CTC

Task 03 Consultant Selection Process

- Development of scoring criteria and consultant selection team. Selected contract will be presented to and approved by the Fresno COG Policy Board and Executive Director.
- **Responsible Party:** Fresno COG

Task 04 Assemble Project Working Group

- Fresno COG and Madera CTC staff will identify and agree to working group team members. A memorandum about the chosen methodology will be developed.
- **Responsible Party:** Fresno COG and Madera CTC

Task 05 Kickoff meeting

- The consultant will conduct an initial kick-off meeting with project partners, stakeholders, and working group team members to introduce the project, review the final scope of work, schedule, work products, and management and communication procedures.
- **Responsible Party:** Consultant

Task 06 Stakeholder Meetings

- The consultant will hold monthly stakeholder meetings to provide updates on project progress, present findings and analyses, solicit feedback from stakeholder and working group team members, and receive direction from project management.
- **Responsible Party:** MCTC, Consultant

Task 07 Committee and Board Meetings

- Fresno COG and consultant team staff will provide periodic updates and final presentations to the advisory committees, and Policy Board.
- **Responsible Party:** Consultant and MPO Staff

Task 08 Assess Existing Conditions

- Consultant team will document existing conditions using available resources from stakeholders and other avenues. Results will be included the in the final study report.
- **Responsible Party:** Consultant

Task 09 Review Existing Plans

- The consultant will review all existing land use and transportation plans and studies, and summarize the visions, goals and planned improvement identified in those plans.
- **Responsible Party:** Consultant

Task 10 Assess Planned Improvements

- Consultant team will document planned improvements using available resources from stakeholders. Results will be included the in the final study report.
- **Responsible Party:** Consultant

Task 11 Develop Goals and Objectives

- Based on the goals and objectives identified in the existing plans, the existing conditions, and public outreach, the consultant will develop a set of goals and objectives for the two corridors.
- **Responsible Party:** Consultant

Task 12 Develop Public Outreach Plan

- The consultant will develop a public outreach plan for the study and collect feedback from the stakeholders
- **Responsible Party:** Consultant

Task 13 Stakeholder Outreach

- Consultants will document stakeholder outreach and include this in the final document.
- **Responsible Party:** Consultant

Task 14 Bi-County Model, Document Potential Future Conditions and Scenarios

- Consultant team will document and analyze potential future conditions and provide analyses based on the degree to which future conditions will impact the corridor.

- **Responsible Party:** Consultant

Task 15 Develop Sustainable Corridor Management Strategies

- Following the Caltrans Corridor Planning Guidebook and based on the feedback received from the stakeholders, the consultant will develop a list of sustainable corridor management strategies that will optimize the functionality of the facilities, and address the issues and concerns identified during the process.
- **Responsible Party:** Consultant

Task 16 Recommend Future Sustainable Transportation Improvements

- The consultant will develop a list of recommended sustainable improvements to address current issues and mitigate foreseeable future adverse conditions
- **Responsible Party:** Consultant

Task 17 Final Corridor Study

- Consultant will create a final corridor study that includes all components of the scope of work and incorporates feedback from stakeholders/public. The final study will be presented to the MPO committees and Policy Boards for approval.
- **Responsible Party:** Consultant

Task 18 Project Management and Agency Coordination

- The project manager and consultant will hold bi-weekly project coordination meetings.
- **Responsible Party:** Fresno COG and Consultant

Task 19 Provide Caltrans with Quarterly Reports

- **Responsible Party:** Fresno COG

Task 20 Provide Caltrans with Invoices Monthly or Quarterly

- **Responsible Party:** Fresno COG

Previous Work

- Fresno/Madera Origin-Destination Study

Products

- Final Study Report

Tasks

Task	Task Description	Work Schedule	% of Work
906.01	Finalize Scope of Work	July 2020	1%
906.02	Request for Proposal Development	July 2020	2%
906.03	Consultant Selection Process	July 2020	1%
906.04	Assemble Project Working Group	July – Aug 2020	1%
906.05	Kickoff meeting	July 2020	3%
906.06	Stakeholder Meetings	Aug 2020 – Jun 2021	15%
906.07	Committee and Board Meetings	Oct 2020 – June 2021	2%
906.08	Assess Existing Conditions	Aug – Nov 2020	6%
906.09	Review Existing Plans	Aug – Nov 2020	6%
906.10	Assess Planned Improvements	Sept – Dec 2020	6%
906.11	Develop Goals and Objectives	Dec 2020 – Jan 2021	5%
906.12	Develop Public Outreach Plan	Sept 2020 – April 2021	5%
906.13	Stakeholder Outreach	Aug 2020 – April 2021	5%
906.14	Bi-County Model, Document Potential Future Conditions and Scenarios	Nov 2020 – Mar 2021	20%
906.15	Develop Sustainable Corridor Management Strategies	Mar – May 2021	5%
906.16	Recommend Future Sustainable Transportation Improvements	Mar – May 2021	5%

Madera CTC Overall Work Program Fiscal Year 2020-21

906.17	Final Corridor Study	May – Jun 2021	5%
906.18	Project Management and Agency Coordination	Jun 2020 – Jun 2021	5%
906.19	Provide Caltrans with Quarterly Reports	Sept 2020 – Jun 2021	1%
906.20	Provide Caltrans with Invoices Monthly or Quarterly	Aug 2020 – Jun 2021	1%
			100%

FTE: 0.0

906 Fresno-Madera Sustainable Corridor Study (MCTC Portion)

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	6,478	Consultant – Corridor Study	56,478
MCTA			
FHWA-PL	50,000		
FTA-Section 5303			
STIP - PPM			
Other – Member Fees			
Subtotal	56,478	Subtotal	56,478
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees			
Subtotal			
Total:	56,478	Total:	56,478

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	Task Description	Work Schedule	% of Work
907.1	Valley Voice Program - Washington, D.C. and Sacramento.	Sep-20 / Mar-21	35%
907.2	Legislative tracking.	2020-21	5%
907.3	Stipend and Travel.	2020-21	30%
907.4	CALCOG Conference and meetings.	April 21	10%
907.5	CALCOG Annual Fees.	June-21	20%
			100%

Madera CTC Overall Work Program Fiscal Year 2020-21

FTE: .07

907 Board Costs and Other Expenses

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	9,245	Board Costs & Other Expenses	31,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	21,755		
Subtotal	31,000	Subtotal	31,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	2,518	Direct Wages/Benefits plus Indirect:	10,763
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	8,245		
Subtotal	10,763		
Total:	41,763	Total:	41,763

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.

Madera CTC Overall Work Program Fiscal Year 2020-21

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	Task Description	Work Schedule	% of Work
910.1	Conduct MCTA and TAC meetings.	2020-21	10%
910.2	Prepare MCTA Budget.	May-21	5%
910.3	Maintain MCTA financial records.	2020-21	20%
910.4	Review and process project claims.	2020-21	10%
910.5	Prepare Annual Work Program.	June-21	20%
910.6	Administration of Citizens’ Oversight Committee.	2020-21	10%
910.7	Conduct Fiscal Audit.	Oct-20	10%
910.8	Planning, programming and monitoring of Measure “T” projects.	2020-21	10%
910.9	Attend Conferences, including Focus on the Future.	November 20	5%
			100%

FTE: .26

910 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	24,000
MCTA	60,000	Conf/Travel/Other Costs	16,000
FHWA-PL		Public Outreach	20,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	60,000	Subtotal	60,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	48,023
MCTA	48,023		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	48,023		
Total:	108,023	Total:	108,023