



**OVERALL WORK PROGRAM
Fiscal Year 2021-2022
Amendment No. 3**

Madera County Transportation Commission
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WORK ELEMENT: 100 REGIONAL TRANSPORTATION PLAN & ENVIRONMENTAL IMPACT REPORT

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (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 impending 2022 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 and SB 743.

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, 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. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development

Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006. The 2011, 2014 and 2018 RTP updates carried forward the Measure T Investment Plan. The Measure is set to expire in 2026. An extension of the Measure will be perused in 2022 under the same timeline as the development of the 2022 RTP. As a results of related planning activities, a Measure T extension scenario will be analyzed in the 2022 RTP development process.

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

The California Air Resources Board (CARB) staff published the Final Sustainable Communities Strategy Program and Evaluation Guidelines in November 2019. These Guidelines outline how CARB evaluates MPO's SCS pursuant to SB 375. These new guidelines updated the SCS review methodology. The new guidelines emphasize the tracking of plan implementation, policy commitments, incremental progress, and equity as key analysis components. However, the Policy Commitments component is the only component used by CARB staff as the basis for accepting or rejecting the MPO's SB 375 GHG emission reduction target determination. The other three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders. Additionally, CARB approved new GHG reduction targets in 2018 to be applied to the 2022 RTP/SCS.

MCTC staff will work with consultants as needed through the MCTC On-call Technical Services and Modeling Support Program to thoroughly analyze and report the findings of the SCS per Sustainable Communities Strategy Program and Evaluation Guidelines. MCTC will evaluate impacts to disadvantaged communities in support of an equitably directed RTP and SCS.

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

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 emissions analysis and evaluation of Federal criteria pollutants.

MCTC staff are and will continue to be engaged in outreach activities related to the RTP/SCS development. This process includes regular meetings with the RTP/SCS Oversight Committee. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders are engaged for comments and feedback in a variety of ways. Community workshops are held for the RTP and for SCS scenario development, meetings are made directly with interested individuals by request, information is submitted in local publications, focused community surveys are distributed online or at outreach functions and informational workshops are held by MCTC staff. Due to the COVID-19 pandemic, MCTC staff have focused on effective ways for interested individuals to participate online or remotely. Presence on social media for the project has been increased, access for online communications and meetings has been bolstered and a project website has been developed for computer or mobile phone access. Several activities have been focused on disadvantaged communities or traditionally underrepresented populations. Translation services are made available as well as Americans with Disabilities Act accessibility requirements being met for informational documents and materials for the project. MCTC will work with a consultant to better ensure meaningful and effective outreach occurs.

Activities in this element related to the development of the 2022 RTP/SCS and PEIR will culminate with the availability of the Draft 2022 RTP/SCS and PEIR at the conclusion of the 2021/22 fiscal year. Final adoption of the plan and certification of the environmental document is expected to occur in Fall of 2022. The SCS submittal and subsequent review by CARB staff is expected to take place during the 2022/23 fiscal year.

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 2022 RTP will utilize performance measures to reprioritize projects for each scenario developed for the SCS. The current 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

Task 1 RTP/SCS Outreach Activities

- 1.1 Continue meeting with RTP/SCS Oversight Committee
- 1.2 Engage project stakeholders with activities related to the RTP/SCS at community workshops, online activities, surveying, through print media, etc.,
- 1.3 Coordinate activities in Disadvantaged Communities
- 1.4 Maintain and update RTP/SCS website

Deliverable: Draft Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.

Responsible Party: MCTC Staff, Consultant

Task 2 SCS Scenario Planning

- 2.1 Analyze community/stakeholder feedback
- 2.2 Establish new scenario features
- 2.3 Prepare technical modeling inputs differentiating scenarios
- 2.4 Create model runs for scenarios
- 2.5 Evaluate results of generated from scenarios
- 2.6 Report to Oversight Committee and project stakeholders on scenario performance
- 2.7 Select preferred SCS scenario
- 2.8 Finalize SCS scenario analysis for the RTP/SCS

Deliverable: Draft SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance

Responsible Party: MCTC Staff

Task 3 RTP/SCS Equity Analysis

- 3.1 Assist local agencies with Hot-spot emissions assessment as needed.
- 3.2 Provide model data as requested to state and Federal partners in support of emissions/air quality planning

Deliverable: Draft Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments

Responsible Party: MCTC Staff

Task 4 RTP/SCS Chapter Elements

- 4.1 Develop plan elements including sections covering:
 - a. Existing conditions
 - b. Regulatory settings
 - c. Long range projections
 - d. Policy goals and objectives
 - e. Multi-modal system planning
 - f. Performance based planning
 - g. Financial investment
- 4.2 Incorporate analysis findings including:
 - a. Sustainable Communities Strategy
 - b. Equity Analysis
- 4.3 Document overall outreach efforts

Deliverable: Draft 2022 RTP/SCS

Responsible Party: MCTC Staff

Task 5 RTP/SCS Program Environmental Impact Report

- 5.1 Finalize environmental analysis of required CEQA impacts including:
Air quality, biological resources and endangered species, community impacts, health, land use, agriculture and open space resources, water quality, air quality conformity, visual aesthetic, transportation, disadvantaged communities/environmental justice, Title VI of the Civil Rights Act of 1964, geology, soils & minerals, greenhouse gas emissions analysis.
- 5.2 Develop Draft PEIR for the 2022 RTP/SCS

Deliverable: Draft PEIR for the 2022 RTP/SCS

Responsible Party: MCTC Staff, Consultant

Task 6 Begin SCS Evaluation Report

- 6.1 Begin preparing SCS submittal report to CARB
- 6.2 Populate technical data tables with travel behavior data
- 6.3 Prepare SCS performance report responsive to Sustainable Communities Strategy Program and Evaluation Guidelines

Responsible Party: MCTC Staff

Task 7 Amendments to the 2018 RTP

- 7.1 As needed, amend the 2018 RTP

7.2 As needed, prepare emissions analysis for significant amendments to the 2018 RTP

Responsible Party: MCTC Staff

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB375 Compliance Evaluation Report
- 2018 RTP/SCS Amendment 1

Product

1. Draft 2022 RTP/SCS
2. Draft PEIR for the 2022 RTP/SCS
3. Amendments to the 2018 RTP as necessary

Tasks

Task	Task Description	Start Date	End Date	% of Work
100.1	RTP/SCS Outreach Activities	Jul 2021	Apr 2022	15%
100.2	SCS Scenario Planning	Jul 2021	Oct 2022	15%
100.3	RTP/SCS Equity Analysis	Aug 2021	Oct 2022	10%
100.4	RTP/SCS Chapter Elements	Sep 2021	Jun 2022	25%
100.5	RTP/SCS Program Environmental Impact Report	Jul 2021	Jun 2022	25%
100.6	Begin SCS Evaluation Report	Mar 2022	Jun 2022	9%
100.7	Amendments to the 2018 RTP, as needed	Jul 2021	Jun 2022	1%
				100%

FTE: .66

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100 Regional Transportation Plan & EIR

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	23,599	RTP EIR (Consultant)	83,746
MCTA		RTP/SCS Development (Consultant)	122,000
FHWA-PL	182,147		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	205,746	Subtotal	205,746
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	22,130	Direct Wages/Benefits plus Indirect:	192,937
MCTA			
FHWA-PL	170,807		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	192,937		
Total:	398,683	Total:	398,683

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
 4. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure); **N/A for Madera Region;**
 - 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.**

Task 1 Coordination Activities:

- 1.1 Coordinate with FHWA and Caltrans regarding Federal and State requirements. Caltrans conducts periodic assessment of target goals during their mid-performance review setting. MCTC will participate and review targets as appropriate to help the state with its reviews.
- 1.2 Coordinate with local agencies in regards to data and target setting.
- 1.3 Participate in training, workshops, meetings, and related activities

Responsible Party: MCTC Staff

Task 2 Monitoring

- 2.1 Monitor PM1 performance targets
- 2.2 Monitor PM2 performance targets and report processes for local agencies for performance measures.
- 2.3 Monitor PM3 performance targets
- 2.4 Monitor State and Federal guidance related to performance measures.

Responsible Party: MCTC Staff

Task 3 Target Setting

- 3.1 Establish PM1 performance targets

Responsible Party: MCTC Staff

Previous Work

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

Product

1. Safety targets (PM 1) for the region.
2. Coordinate with FHWA and Caltrans regarding Federal and State requirements.
3. Participation in training, workshops, and meetings related to performance measures.
4. Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets and the development of planning documents related to developing targets.

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5. Collect and report regional data on meeting targets, and all other reporting requirements as they relate to Safety, Pavements Condition, and System Performance.
6. Participation in Technical Advisory Group meetings for Performance Measures.
7. Monitor State and Federal guidance related to performance measures.

Tasks

Task	Task Description	Start Date	End Date	% of Work
101.1	Coordination Activities	Jul 2021	Jun 2022	45%
101.2	Monitoring	Jul 2021	Jun 2022	40%
101.3	Target Setting	Jan 2022	Feb 2022	15%
				100%

FTE: .11

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:	27,156
MCTA			
FHWA-PL	24,041		
FTA-Section 5303			
STIP – PPM	3,115		
Other			
Subtotal			
Total:	27,156	Total:	27,156

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 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.

Task 1 Administer Regional Early Action Planning (REAP) Funding

1.1 Administer REAP funding for MCTC and with local agency partners.

Responsible Party: MCTC Staff

Task 2 Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance

2.1 Monitor LEAP funding to local agencies and provide assistance on an as needed basis.

Responsible Party: MCTC Staff

Task 3 Regional Housing Needs Assessment (RHNA) Plan

3.1 Assist the State Housing and Community Development (HCD) in the preparation of the RHNA.

Responsible Party: MCTC Staff

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	Start Date	End Date	% of Work
102.1	Administer Regional Early Action Planning (REAP) Funding	Jul 2021	Jun 2022 - Ongoing	10%
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance	Jul 2021	Jun 2022 - Ongoing	30%
102.3	Regional Housing Needs Assessment (RHNA) Plan	Jul 2021	Jun 2022	60%
				100%

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FTE: .17

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	242,709
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	242,709		
Other			
Subtotal	242,709	Subtotal	242,709
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	52,732
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
SJV REAP HOUSING	52,732		
Other			
Subtotal	52,732		
Total:	295,441	Total:	295,441

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.

After 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. Additional review and refinement occurred during the most recent MCTC model update in 2019.

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 Madera County GIS Users Group which was formed by Madera County GIS staff. The intent of the GIS User Group is to increase coordination and communication among GIS users throughout the region and to review and make recommendations on items brought forth pertinent to activities members of the group are engaged in.

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. Additional review and refinement occurred during the most recent MCTC model update in 2019.

MCTC gather and augment projection data using local and state data. The projections pertain to socio-economic data used to project future conditions modeled in the RTP/SCS development process. MCTC staff will utilize its existing population and economic projection model developed by the Planning Center and explore updating the model as needed with assistance from consultants.

Task 1 Madera County GIS Users Meeting

1.1 Participate with GIS User Group coordinated by Madera County staff

Responsible Party: MCTC Staff

Task 2 Maintain Layer Data and Database

2.1 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.

Responsible Party: MCTC Staff

Task 3 Maintain Layer and Database for Bridges

Responsible Party: MCTC Staff

Task 4 Maintain Layer and Database for Bicycle, Pedestrian, and Transit Networks

Responsible Party: MCTC Staff

Task 5 Maintain Administrative Layers for Land Use and Zoning

Responsible Party: MCTC Staff

Task 6 Maintain Layer and Database for Disadvantaged Communities

6.1 Maintain layer and database for disadvantaged communities and acquire bicycle and pedestrian counts to be used in this database.

Responsible Party: MCTC Staff

Task 7 Training

7.1 Provide Training for MCTC staff

Responsible Party: MCTC Staff

Task 8 Update Socio-economic Projections

7.1 Utilize population and socio-economic projection model

7.2 Augment projection with local and state data

7.3 Update model as deemed necessary with consultant assistance

Responsible Party: MCTC Staff, Consultant

Previous Work

1. Developed demographic projections by TAZ for 2042 in support of the 2018 RTP/FTIP
2. Developed basic inventory of regionally significant roads with geographic keys
3. Established database structure for roads inventory
4. Provided GIS training for employees
5. Developed basic inventory of regionally significant roads with geographic keys.
6. Established database structure for roads inventory.
7. Provided GIS training for employees.
8. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
9. Developed layer and database of disadvantaged communities for use in funding applications.
10. 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.
11. 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 because of 2018 RTP Amendment 1.

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Tasks

Task	Task Description	Start Date	End Date	% of Work
110.1	Madera County GIS User Group Meeting (Monthly)	Jul 2021	Jun 2022	10%
110.2	Maintain Layer Data and Database	Jul 2021	Quarterly	10%
110.3	Maintain Layer and Database for Bridges	Jul 2021	Quarterly	10%
110.4	Maintain Layer and Database for Bicycle Pedestrian, and Transit Networks	Jul 2021	Monthly	10%
110.5	Maintain Administrative Layers for Land Use and Zoning	Jul 2021	Monthly	10%
110.6	Maintain Layer and Database for Disadvantaged Communities	Jul 2021	Monthly	20%
110.7	Training	Jul 2021	Jun 2022	20%
110.8	Update Socio-economic Projections	Jul 2021	August 2021	10%
				100%

FTE: .17

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	8,416	Direct Wages/Benefits plus Indirect:	48,670
MCTA			
FHWA-PL	32,937		
FTA-Section 5303			

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STIP - PPM	7,317		
Other			
Subtotal	48,670		
Total:	48,670	Total:	48,670

WORK ELEMENT: 110.1 SAN JOAQUIN HOUSEHOLD TRAVEL SURVEY

Objective

Collect household travel data in the entire San Joaquin Valley and provide input for the development of updated travel demand forecast models in the Valley to meet the federal & state requirements and the modeling needs in the Valley.

Discussion

The eight MPOs in the San Joaquin Valley will collaborate on a data collection project in fiscal year 2021/2022. The San Joaquin Valley Household Travel Survey will collect data for the eight counties, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. These models are a critical tool for planning activities at local, regional, state, and federal levels, such as RTP/SCS development, conformity, transportation corridor studies, environmental justice analysis, SB 743 VMT analysis under CEQA, impact fee nexus studies, and transit service planning.

The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. HCD will also be a partner in the survey as they will be sponsoring a supplemental housing survey as an add-on of the travel survey. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO.

Task 1 Develop & Issue Request For Proposals

- 1 Develop & issue RFP for the valley-wide household travel survey.

Responsible Party: Fresno COG, in collaboration with the other valley COGs

Task 2 Select Consultant

- 2 A selection committee that comprises Valley COG staff will interview consultants and offer a recommendation to the COG Directors group.

Responsible Party: Fresno COG, in collaboration with the other valley COGs

Task 3 Develop Draft Survey Methodology and Survey Instrument

- 3 The consultant (team) will develop draft survey methodology and propose the design of survey instrument for review.

Responsible Party: Consultant

Task 4 Develop Survey Sampling Design

- 4 The consultant (team) will design survey sampling and present it for review.

Responsible Party: Consultant

Task 5 05 Recruit and Train the Interviewers

Responsible Party: Consultant

Task 6 Finalize the Survey Instrument and Procedures

- 6 After the pretest of the survey instrument and procedures, survey instrument and methodology are adjusted and finalized.

Responsible Party: Consultant

Task 7 Implement the Survey and Collect Household Travel Data

- 7 Consultants begin the data collection process.

Responsible Party: Consultant

Task 8 Process the Survey Data

- 8 The consultant (team) will clean up and processes the survey data.

Responsible Party: Consultant

Task 9 Prepare Draft Final Report for the Survey

Responsible Party: Consultant

Task 10 Presentation to Committees and the Policy Board

- 10 The consultant presents the report to the Valley COG Directors, Fresno COG's Transportation Technical Committee, Policy Advisory Committee and Policy Board for final acceptance.

Responsible Party: Fresno COG Staff and Consultant

[Previous Work](#)

New Element

[Product](#)

1. RFP for the Valleywide household survey
2. Draft survey methodology and instrument design
3. Development of sample design
4. Public outreach plan
5. Final instrument design and interviewers trained
6. Survey data collected

Madera CTC Overall Work Program Fiscal Year 2021-22

Tasks

Task	Task Description	Start Date	End Date	% of Work
110.1.1	Develop and Issue RFP	Jul 2021	Sep 2021	5%
110.1.2	Select Consultant Team	Sep 2021	Nov 2021	2%
110.1.3	Develop Survey Methodology and Survey Instrument	Dec 2021	Jan 2022	13%
110.1.4	Survey Methodology and Instrument Design	Jan 2022	Feb 2022	10%
110.1.5	Recruit and Train Interviewers	Feb 2022	Feb 2022	10%
110.1.6	Finalize Survey Instrument and Procedure	Jan 2022	Feb 2022	10%
110.1.7	Implement Survey	Mar 2021	May 2021	15%
110.1.8	Process Data	May 2022	Jun 2022	15%
110.1.9	Develop Final Report	May 2022	Jun 2022	15%
110.1.10	Presentations	Jun 2022	Jun 2022	5%
				100%

FTE: .02

110.1 San Joaquin Household Travel Survey

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	27,081
MCTA			
FHWA-PL			
FTA-Section 5303			
HR 133 PPM	25,308		
STIP - PPM	1,773		
Other			
Subtotal	27,081	Subtotal	27,081

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<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	4,920
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	4,920		
Other			
Subtotal	4,920		
Total:	32,001	Total:	32,001

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

MCTC participated in the San Joaquin Valley Model Improvement (MIP) Plan which updated all the San Joaquin Valley transportation demand models. As a result, the new transportation demand model has been updated to improve its sensitivity to smart growth strategies and improve interregional travel estimates. These improvements were required to respond to the requirements of Assembly Bill 32, the Global Solutions Warming Act of 2006, and Senate Bill 375 which requires the development of a Sustainable Community Strategy (SCS) in our Regional Transportation Plan (RTP). An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The 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 was updated by Elite Transportation Group and completed in the Fall of 2020, the primary activities of the update were included in Work Element 112.1 of the 2020/21 OWP. The update advanced the base year to 2018, applied latest planning assumptions related to travel behavior, and improved mode choice with more robust transit network modeling. The model will be utilized for activities supporting the development of the 2022 RTP/SCS and 2023 FTIP.

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 has and continues to coordinate with local agencies and state staff regarding this change taking effect on July 1, 2020. The MCTC Model was updated with SB 743 in mind so it may serve as an adequate tool towards required travel analysis and impacts for the environmental review of projects in the Madera Region. MCTC staff will continue to collaborate with its partners to ensure the model is in a state to best assist local governments with the implementation of SB 743. Staff will provide technical assistance for using the traffic model to assess VMT analysis. The model update completed in fiscal year 2020/2021 featured new VMT analysis functionality and post-processing capabilities.

MCTC, through the On-Call Technical Services and Modeling Program, developed an external trip projection table to be utilized for modeling activities related to the development of the 2022 RTP/SCS and 2023 FTIP. The tables were built utilizing data from the California Statewide Travel Demand Model.

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 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 has prepared the model with latest planning assumptions for use in the 2022 RTP/SCS and 2023 FTIP modeling activities. These assumptions include a regional growth forecast that includes population, households, employment, housing units, school enrollment, etc. by the year 2046. The model functionality, composition, and output results are incorporated into various outreach and workshop activities where its use is applied with significant engagement on modeling activities taking place in conjunction with the development of the RTP/SCS and corresponding Conformity Analysis.

Task 1 2022 RTP/SCS and EIR Scenario Modeling

1.1 Model project base year

1.2 Model SCS scenario projections for project horizon year and SB375 analysis year

Deliverable: Model output for multiple planning forecast scenarios by project base year, horizon year and SB375 analysis year

Responsible Party: MCTC Staff

Task 2 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis Modeling

2.1 Model various interim analysis years as required to demonstrate conformity

Deliverable: Model output for multiple interim analysis years required for Federal air quality determinations.

Responsible Party: MCTC Staff

Task 3 Additional Local Agency and Partner Modeling and Technical Support

3.1 Assist local agencies with modeling assistance where needed

3.2 Provide model data as requested to state and Federal partners

Deliverable: Model run, model output data

Responsible Party: MCTC Staff

Task 4 Additional Model Runs for Significant Amendments of the RTP and FTIP

4.1 When needed, Run model for significant amendments of the RTP and FTIP

Deliverable: Model run, model output data

Responsible Party: MCTC Staff

Task 5 Continue Multi-agency Coordination for Air Quality Planning Activities

5.1 When needed, Run model for significant amendments of the RTP and FTIP

Deliverable: Model run, model output data

Responsible Party: MCTC Staff

[Previous Work](#)

1. Developed and Updated latest planning assumptions for traffic analysis zones, land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants
2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB743 VMT Postprocessing Tool

[Product](#)

1. 2022 RTP/SCS Scenario Modeling
2. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling
3. Create Model Runs for Significant RTP and FTIP Amendments
4. Provide Modeling Data and Assistance

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- 5. 2018 Travel Demand Model Base Year
- 6. VMT Post-processing tool

Tasks

Task	Task Description	Start Date	End Date	% of Work
112.1	2022 RTP/SCS Scenario Modeling	Jul 2021	Oct 2021	40%
112.2	2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling	Jul 2021	Nov 2021	50%
112.3	Additional modeling in support of local agencies and state and Federal partners	Jul 2021	Jun 2022	5%
112.4	Model runs for RTP and FTIP significant amendments	Jul 2021	Jun 2022	5%
				100%

FTE: .21

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	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:	71,062
MCTA			
FHWA-PL	62,911		
FTA-Section 5303			
STIP - PPM	8,151		
Other			
Subtotal	71,062		
Total:	125,562	Total:	125,562

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 California Transportation Plan 2050 (CTP) discussed needed action to ensure the state can meet ambitious goals for the future in creating more sustainable, resilient, and adaptive communities able to help mitigate future climate risks. MCTC sees the RTP/SCS and the CTP as related planning documents in outlining the shared local and state goals towards planning related to climate and the steps necessary to implement action to meet these goals. Staff will incorporate elements of the CTP where applicable into the region’s RTP/SCS development process.

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 MPO Directors continue joint funding for a valley-wide air quality coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis consistent with the requirements of MAP-21 and the FAST Act. The Federal Clean Air Act requirements are complex and require continual monitoring of changes and interpretations of the requirements. Increased involvement in technical analyses of plans, programs, and projects has been necessary during the last several years to ensure compliance. MCTC remains involved in the air quality conformity process through participation in statewide and regional workshops and committees (i.e., EMFAC 2017, etc.). Trinity Consultants is the Air Quality Consultant retained by the Valley MPO Directors.

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 of 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. CARB staff was able to develop an adjustment to the EMFAC model to account for the change. MCTC staff will continue to monitor the status of the SAFE Rule under new administration and assist CARB staff where needed with refinement to the EMFAC model resulting from any changes to the status of the SAFE rule.

MCTC staff have established the latest planning assumptions to be utilized in the development of the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff will utilize data output from various analysis years to prepare air quality emissions analysis for SB375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios will be converted into EMFAC14 model inputs. The EMFAC14 model will be run to create detailed emission data upon which to develop emissions analysis for SB375 and Federal

air quality conformity requirements.

Task 1 Prepare Air Quality Emissions Analysis for 2022 RTP/SCS and EIR as required for SB375 Scenarios

- 1.1 Conversion of MCTC Model outputs into EMFAC14 inputs
- 1.2 Running EMFAC14 for SB375 analysis years
- 1.3 Prepare emissions analysis for 2022 RTP/SCS and EIR as required for SB375

Deliverable: 2022 RTP/SCS and EIR Emissions Analysis

Responsible Party: MCTC Staff

Task 2 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis

- 2.1 Conversion of MCTC Model outputs into EMFAC14 inputs
- 2.2 Run the EMFAC14 model for various years and seasons as needed for Federal air quality conformity
- 2.3 Prepare Federal conformity air quality analysis corresponding to the 2023 FTIP and 2022 RTP/SCS and EIR.

Deliverable: 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis.

Responsible Party: MCTC Staff, Consultant

Task 3 Additional Local Agency and Partner Modeling and Technical Support

- 3.1 Assist local agencies with Hot-spot emissions assessment as needed.
- 3.2 Provide model data as requested to state and Federal partners in support of emissions/air quality planning

Deliverable: Model run, model output data

Responsible Party: MCTC Staff, Consultant

Task 4 RTP and FTIP Amendments Requiring a Federal Air Quality Conformity Determination

- 6.1 Prepare new Air Quality Conformity Determinations as needed for amendments to the 2018 RTP and 2021 FTIP

Deliverable: Amended 2018 RTP and 2021 FTIP Federal Air Quality Conformity Analysis.

Responsible Party: MCTC Staff

Task 5 Continue Multi-Agency Coordination for Air Quality Planning Activities

- 5.1 Participate with Interagency Consultation (IAC) group on technical matters related to Air Quality analysis
- 5.2 Work with SJVAPCD and other agencies to determine if there are traffic control measures, reasonably available control measures and/or best available control measures able to be pursued for congestion or inclusion is attainment demonstrations

Responsible Party: MCTC Staff, Consultant

Previous Work

1. Federal Air Quality Conformity Analysis Corresponding to the 2021 FTIP
2. 2015 Ozone Conformity Analysis, 2019 FTIP Amendment No. 3 (Type 5 – Formal), 2018 RTP Amendment No. 1
3. Federal Air Quality Conformity Analysis Corresponding to the 2018 RTP/SCS and EIR and 2019 FTIP
4. Emissions Analysis for the 2018 RTP/SCS and EIR as required for SB375

Product

1. 2022 RTP/SCS and EIR Emissions Analysis as required for SB375
2. 2023 FTIP and 2022 RTP/SCS and EIR Corresponding Conformity Analysis
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP

Tasks

Task	Task Description	Start Date	End Date	% of Work
113.1	2022 RTP/SCS SB375 Emissions Analysis	Jul 2021	Oct 2021	35%
113.2	2023 FTIP and 2022 RTP/SCS and EIR Conformity Analysis	Jul 2021	Nov 2021	50%
113.3	Additional air quality analysis in support of local agencies and state and Federal partners	Jul 2021	Jun 2022	5%
113.4	Amendments to the RTP or FTIP requiring new Federal Air Quality Conformity Analysis	Jul 2021	Jun 2022	5%
113.5	Continue Multi-Agency Coordination for Air Quality Planning Activities	Jul 2021	Jun 2022	5%
				100%

FTE:.27

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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	10,022	Direct Wages/Benefits plus Indirect:	87,375
MCTA			
FHWA-PL	77,353		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	87,375		
Total:	87,375	Total:	87,375

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 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 Business Plan was updated in February 2020 as well as a Financial Plan for the remaining projects that need to be funded.

MCTC staff has been in active coordination with the Valley MPOs and the San Joaquin Valley Regional Policy Council to aggressively pursue funds through the State budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement. The effort is to complete the State highway network in our region. The Policy Council will remain diligent in competing for additional state funds, including COVID-relief stimulus, to complete gap closures to improve safety and movement of goods. This includes building out SR 99 to a minimum of six-lanes, consistent with the Caltrans adopted State Route 99 Business Plan and addressing east-west connector routes such as Highway 41, 46, 120, 132, 198 and Interstate 205.

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 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.

California Inland Port Feasibility Analysis – Phase III

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

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

Phase III of the California Inland Port Feasibility Analysis will include creating a California Inland Port Advisory Council; assessing market interest, support, and commitments among shippers; determining core project finance metrics; engage and work with the two Class One railroad companies; create functional transport centers that are models for clean energy transportation; develop associated economic competitiveness opportunities; and prepare a business plan for project implementation. MCTC has committed to provide a \$10,000 Planning Grant Match.

Task 1 Review local agency circulation elements including goals, policies, and objectives

1.1 Provide feedback and comments as necessary

Responsible Party: MCTC Staff

Task 2 Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies

2.1 Provide feedback and comments as necessary

Responsible Party: MCTC Staff

Task 3 Prepare staff analysis on various studies, plans and reports on the State Highways System as needed

3.1 Provide feedback and comments as necessary

Responsible Party: MCTC Staff

Task 4 Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Analysis

4.1 Participate in analysis Advisory Council

4.2 Provide feedback and comments on the development of the analysis

Responsible Party: MCTC Staff

Task 5 Participate and provide technical support for the SR 99 Corridor Plan

5.1 Participate in plan oversight committee

5.2 Provide feedback and comments on the development of the plan

Responsible Party: MCTC Staff

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. Participate in the development of Phase III of the San Joaquin Valley Inland Port Feasibility Study
5. Participate with the development of the SR 99 Corridor Plan.

Madera CTC Overall Work Program Fiscal Year 2021-22

Tasks

Task	Task Description	Start Date	End Date	% of Work
120.1	Review local agency circulation elements including goals, policies, and objectives	Jul 2021	Jun 2022	10%
120.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies	Jul 2021	Jun 2022	10%
120.3	Prepare staff analysis on various studies, plans, and reports on the State Highways System as needed	July 2021	Jun 2022	10%
120.4	Participate where applicable with Phase III of the San Joaquin Valley Inland Port Feasibility Study	Jul 2021	Jun 2022	50%
120.5	Participate and provide technical support for the SR 99 Corridor Plan	July 2021	Jun 2022	20%
				100%

FTE: .17

120 Goods Movement and Highways Planning

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	10,000	Planning Grant Match	10,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,769	Direct Wages/Benefits plus Indirect:	50,300
MCTA			
FHWA-PL	44,531		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	50,300		
Total:	60,300	Total:	60,300

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.

Task 1 Federal/State Project Programming and Delivery Requirements

- 1.1 Review and maintain Federal/State programming and delivery requirements.

Responsible Party: MCTC Staff

Task 2 Work with Local Agencies on Federal/State Project Programming and Delivery Requirements

- 2.1 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.

Responsible Party: MCTC Staff

Task 3 Prioritize Projects in FTIP and RTP

3.1 Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis.

Responsible Party: MCTC Staff

Task 4 Evaluate State Funding Programs for Applicability and Implementation

4.1 Evaluate Strategic Growth Council’s Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County.

Responsible Party: MCTC Staff

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	Start Date	End Date	% of Work
122.1	Federal/State Project Programming and Delivery Requirements	Jul 2021	Jun 2022	20%
122.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements	Jul 2021	Jun 2022	30%
122.3	Prioritize Projects in FTIP and RTP	Jul 2021	Jun 2022	45%
122.4	Evaluate State Funding Programs for Applicability and Implementation	Jul 2021	Jun 2022	5%
				100%

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FTE: .18

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:	44,894
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM	44,894		
Other			
Subtotal	44,894		
Total:	44,894	Total:	44,894

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) prepared by MCTC in consultation with Caltrans, local agencies, community groups and members of the public, which includes an audit of the bicycle and pedestrian networks, safety assessments, recommendations, and public outreach. The MCTC ATP lays the groundwork for an ongoing active transportation program to be utilized in all Madera County jurisdictions. MCTC will continue to encourage member agencies to implement active transportation projects and seek out grant funding opportunities that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

A Complete Streets Policy Guide was adopted by MCTC in 2018, in conjunction with the MCTC ATP, 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 no non-motorized transportation that will support the goals and objectives of the Active Transportation Plan and the Sustainable Communities Strategy. MCTC will continue to encourage member agencies to implement complete streets policies, active transportation projects and seek out grant funding opportunities that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

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 will continue to coordinate local bicycle and pedestrian planning with Caltrans District 6.

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.

In 2020 the San Joaquin Joint Powers Authority Board Certified an Initial Study/Mitigated Negative Declaration for a project to relocate the Madera Amtrak station to Avenue 12 in Madera County. The construction relocation and opening of the station is expected to occur within the next four years. MCTC staff will continue to work with partners to plan for the operations of the Amtrak station at the new location.

Task 1 Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail

1.1 Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems. Continue to encourage member agencies to implement active transportation projects that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

1.2 Incorporate findings into the RTP/SCS where applicable

Responsible Party: MCTC Staff

Task 2 Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects

2.1 Analyze and share information for new and existing resources able to support the regions multi-modal systems. Continue to encourage member agencies to seek all available funding sources to implement active transportation projects to reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

Responsible Party: MCTC Staff

Task 3 Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements

3.1 Participate in meeting and workshops hosted by local, regional, state, and Federal partners related to multi-modal transportation. Continue to encourage member agencies to implement active transportation projects that reduce GHG, VMT and achieve the goals of the sustainable communities strategies.

Responsible Party: MCTC Staff

Task 4 Represent the Madera Region on the San Joaquin Valley Rail Committee

4.1 Attend and participate in San Joaquin Valley Rail Committee Meetings

Responsible Party: MCTC Staff

Task 5 Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments

5.1 Collect any important data and information related to maintaining or updating the Active Transportation Plan

5.2 Update the ATP webpage as needed

Responsible Party: MCTC Staff

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	Start Date	End Date	% of Work
140.1	Review Planning issues related to bicycle and pedestrian facilities, aviation systems planning, and rail	Jul 2021	Jun 2022	15%

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140.2	Provide staff analysis of available funding resources for non-motorized, aviation, and rail planning projects	Jul 2021	Jun 2022	20%
140.3	Participate in meetings/workshops related to ITS, rail, aviation, bicycle and pedestrian facilities, and other modal elements, monthly	Jul 2021	Jun 2022	20%
140.4	Represent the Madera Region on the San Joaquin Valley Rail Committee, quarterly	Jul 2021	Jun 2022	10%
140.5	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments, maintain ATP webpage	Jul 2021	Jun 2022	35%
				100%

FTE: .43

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	13,925	Direct Wages/Benefits plus Indirect:	121,400
MCTA			
FHWA-PL	107,475		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	121,400		
Total:	121,400	Total:	121,400

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. Due to the current coronavirus pandemic, these meetings and workshops are primarily being conducted virtually using the GoToMeeting software and other platforms. Public hearings and workshops are advertised in local newspapers, on the MCTC website, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit 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 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 March 2021.

In 2020, MCTC enhanced its public outreach process due to the COVID-19 pandemic to ensure the continued involvement of the public in the planning processes in the Madera region. Meetings through electronic video and teleconference are hosted for the Technical Advisory Committee, Measure T Citizens' Oversight Committee, Social Services Transportation Advisory Committee, and the MCTC Policy Board. Electronic meetings are more accessible for most individuals and online material is available at the public's convenience on the MCTC website. MCTC also continues to reach out to the public through social media and the MCTC website.

Task 1 MCTC Public Participation Plan Amendment

- 1.1 Amend as necessary the MCTC Public Participation Plan to comply with Federal and State requirements.

Responsible Party: MCTC Staff

Task 2 Provide Spanish Language Translations

- 2.1 Provide Spanish language translations.

Responsible Party: MCTC Staff, Consultant

Task 3 Tribal Government Consultation

3.1 MCTC Staff will continue to Coordinate, Consult, Collaborate with tribal governments.

Responsible Party: MCTC Staff

Task 4 Continued Consultation Policy

4.1 Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments.

Responsible Party: MCTC Staff

Task 5 Bicycle and Pedestrian Programs

5.1 Continue to encourage bicycle and pedestrian safety education programs and to seek funding for projects that will reduce GHG, VMT and assist with meeting the sustainable communities strategies.

Responsible Party: MCTC Staff

Task 6 Electronic Video, Teleconference, Website and Social Media

6.1 Continue electronic video and teleconference meetings

6.2 Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings.

Responsible Party: MCTC Staff

Task 7 Review CalEPA’s EnviroScreen 3.0 and Other Analysis Tools

7.1 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

Responsible Party: MCTC Staff

Task 8 Madera Community College Collaboration

8.1 Collaborate with the Madera Community College Center to engage student community in outreach and education activities

Responsible Party: MCTC Staff

[Previous Work](#)

1. Document tribal government to government relations.
2. 2016, 2021 Policy for Government to Government Consultation with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments
3. San Joaquin Valley Blueprint – Vision and Values and Locally Preferred Scenario workshops.
4. Participation in the Central Valley Environmental Justice Project.
5. Conducted extensive outreach efforts with environmental justice communities as part of

the 2018 RTP and Unmet Transit Needs.

6. Title VI Analysis for the 2018 RTP.
7. 2015, 2015, 2021 Title VI Plan and Limited English Proficiency Plan.
8. 2020 MCTC Public Participation Plan.
9. MCTC Social Media Policy.
10. Conducted electronic video and teleconference meetings during COVID-19 pandemic.

Product

1. Document tribal government to government public participation.
2. Title VI Compliance and updates, as necessary.
3. Conduct extensive outreach efforts with environmental justice communities as part of the 2021 Unmet Transit Needs.
4. Maintain and improve MCTC website and social media pages.
5. Conduct electronic video and teleconference meetings.

Tasks

Task	Task Description	Start Date	End Date	% of Work
150.1	MCTC Public Participation Plan Amendment	Jul 2021	Jun 2022 or as needed	15%
150.2	Provide Spanish Language Translations	Jul 2021	Jun 2022 as needed	15%
150.3	Tribal Government Consultation	Jul 2021	Jun 2022 as needed	15%
150.4	Continued Consultation Policy	Jul 2021	Jun 2022 as needed	10%
150.5	Bicycle and Pedestrian Programs	Jan 2022	Jun 2022	10%
150.6	Video Teleconference, Website and Social Media	Jul 2021	Jun 2022 as needed	15%
150.7	Review CalEPA's Enviroscreen 3.0 and Other Analysis Tools	Jul 2021	Dec 2021	15%
150.8	Madera Community College Collaboration	Jan 2022	Jun 2022	5%
				100%

FTE:.13

150 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL	23,903	SJV Website	100
FTA-Section 5303		Outreach (Consultant)	19,900
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	3,824	Direct Wages/Benefits plus Indirect:	33,335
MCTA			
FHWA-PL	29,511		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	33,335		
Total:	60,335	Total:	60,335

WORK ELEMENT: 150.1 PUBLIC OUTREACH COORDINATION AND IMPLEMENTATION

Objective

The effectiveness of regional transportation planning and programming is contingent upon meaningful awareness and inclusive involvement of interested persons. A clear understanding of transportation options, issues and constraints helps induce participation to better identify projects and policies able to address community needs. A focused public involvement process to facilitate comprehensive and coordinated planning efforts will ensure effective broad-based participation in the development and review of regional plans and programs.

Discussion

The MCTC staff will work with a consultant in developing new outreach strategies for to update existing outreach guidelines, and implement focused outreach activities and strategies for long-range regional transportation planning and programming efforts. The role of the selected contractor(s) will be to work with MCTC on several key areas of the comprehensive outreach process.

MCTC Public Participation Plan Update

The MCTC Public Participation Plan is a ground-up guide for how MCTC communicates and facilitates outreach in the region. MCTC staff will work with a consultant to develop updates for the plan to be adopted by the MCTC Policy Board.

The plan details MCTC's goals, strategies, and processes for providing the public and stakeholders with opportunities to understand, follow, and actively participate in the regional planning process. MCTC will use this plan as a guideline for developing outreach strategies for various programs that have a public outreach component.

Updating the Public Participation Plan will give MCTC the chance to reflect on best practices and take into consideration the ways communication and information-sharing have changed since the COVID-19 pandemic. The consultant will review and suggest new ideas to make the plan and public outreach process more inclusive, more accessible to a general audience, and more adaptable in anticipation of evolving technologies and communication practices.

Focused Outreach - Madera County 2022 Regional Transportation Plan and Sustainable Communities Strategy

MCTC staff are currently in the early stages of development for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) scheduled for adoption in Summer of

2022. The RTP/SCS is the long-range planning vision for the Madera County region. The RTP/SCS outlines policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS will have a planning horizon year of 2046. A key requirement of developing the RTP/SCS is engagement with a variety of important participants including the public, community organization, public agencies, the business community, elected officials, and tribal governments.

MCTC staff will be aided by a consultant who will lead and manage the public education, awareness, and participation engagement for the RTP/SCS development. These activities include but are not limited to required statute for outreach in the development of the RTP/SCS (CGC Section 65080 - 65086.5).

A consultant will develop a look and feel or "brand" for all materials produced as part of the RTP/SCS. Developing these templates and materials early in the process will be key for creating a consistent, recognizable brand. The creation of branding will be developed in close coordination with MCTC staff to ensure compliance with universal design principles and accessibility requirements for physical and digital use.

A consultant will build and administrate a RTP/SCS webpage. The page will be developed within the host MCTC website framework or as otherwise identified as suitable by the consultant. The site will be an integral digital landing point for desktop or mobile users to access educational information about the RTP/SCS, find project updates, a schedule of upcoming events and information from past events, as well as a platform for visitors to participate in online surveys or to provide general feedback on the plan.

MCTC staff will work with a consultant to assemble and facilitate meetings for an RTP/SCS Steering Committee. The Steering Committee will be made of a diverse group of stakeholders within the County including local agencies, Caltrans, environmental justice representatives, private citizens, developers, and others. The Steering Committee will be presented information on the RTP/SCS development and be able to provide feedback and make suggestions for the plan's direction and outreach strategies with the public or other interested and affected stakeholders.

A consultant will be responsible for coordinating an array of outreach activities and events including venues booking, creation of educational materials and presentations, designing interactive workshop feedback activities and surveys, documenting outreach events and tabulating, summarizing or processing results of various feedback activities during these engagements. Specific scenario visioning activity should be designed for these events. Workshops and/or events will be held in each incorporated city in Madera County and strategically in unincorporated communities of Madera County. Accommodations or specifically focused events will be targeted for non-English speaking communities/neighborhoods or other under-represented populations. Additional meetings will be coordinated as needed with focused groups or individuals from local institutions, health services, community-based organizations or

with other relevant stakeholders. The schedule of outreach activities for the RTP/SCS should revolve around key project development phases or milestones corroborated by MCTC staff focusing on introduction/education of the long-range planning process, development of the plan and scenarios and finalizing/presenting the plan and its anticipated impacts.

The RTP/SCS is a comprehensive planning document covering all applicable travel modes in the region as well as addressing the impacts of socio-economic change. As part of the RTP/SCS development, detailed surveying and innovative data collection and feedback mechanisms need to be designed and implemented to receive feedback applicable for the plans development as well as being of use for short-term planning efforts currently being undertaken by MCTC in support of the RTP/SCS. These should be focused on housing, public transit, active transportation, commuter rail, goods movement, alternative fuel travel and other topics as deemed necessary.

The outreach process will need to be flexible and is subject to change as needed to reflect and respond to the input received as MCTC moves through the steps of updating the RTP/SCS. MCTC staff will reduce redundancy when able to do so working in tandem with a consultant with expectations of flexibility and ability to collaborate with the RTP/SCS Environmental Impact Report consultant as well as any other consultants retained for other aspects of the RTP/SCS development when necessary, throughout plan development.

A consultant will create an RTP/SCS Outreach Summary Report near the end of the RTP/SCS development process. The outreach summary report will be incorporated as an appendix of the RTP/SCS and referenced in the final plan.

Fiscal Year 2020/21 Tasks

Task 1 – Project Initiation/Kickoff

- 1.1 Distribute Request for Proposals
- 1.2 Score proposals
- 1.3 Award contract
- 1.4 Establish procedures and protocols
- 1.5 Finalize project scope and schedule/management plan.
- 1.6 Establish key contact's network

Responsible Parties: MCTC Staff

Fiscal Year 2021/22 Tasks

Task 2 Public Participation Update

- 2.1 Review Public Participation Plan
- 2.2 Recommended plan updates
- 2.3 Prepare Draft Public Participation Plan
- 2.4 Finalize Public Participation Plan Update

Responsible Parties: MCTC Staff, Consultant

Task 3 Focused Long-range Planning Engagement Activities

- 3.1 Catalog of contacts by Stakeholder, Committee, CBO, organizations/clubs and all other identified participants (MCTC Staff, consultant)
- 3.2 Coordination of outreach activities/workshops/surveying both online and in person/hard copied where necessary (consultant)
- 3.3 Conducting information/education webinars and workshops (MCTC Staff, consultant)
- 3.4 RTP/SCS Outreach Summary Report as either chapter or appendix element of final document (consultant)
- 3.5 RTP/SCS branding/logo/graphics, part of site development timeline work (consultant)
- 3.6 Design RTP/SCS Information and Outreach Webpage (consultant)

Responsible Parties: MCTC Staff, Consultant

Previous Work

New Work Element

Product

- 1. Public Participation Plan Update
- 2. Transportation webinars and workshops
- 3. Transportation planning feedback surveys
- 4. Interactive feedback tools
- 5. Webpage for providing information and receiving feedback
- 6. RTP/SCS Outreach Summary Report

Tasks

Task	Task Description	Start Date	End Date	% of Work
150.1.1	Project Procurement Kickoff	May 2020	Jun 2020	5%
150.1.2	Public Participation Plan Update	July 2020	Sept 2020	15%
150.1.3	Focused Long-range Planning Engagement Activities	Jul 2021	Jun 2022	80% <i>(sum of below)</i>
	<i>Stakeholder Coordination</i>	Jul 2021	Aug 2021	10%

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	<i>Outreach Activity Coordination</i>	Aug 2021	Oct 2021	15%
	<i>RTP/SCS Workshop and Webinars</i>	Sept 2021	Jan 2022	30%
	<i>RTP/SCS Outreach Summary Report</i>	Mar 2022	Apr 2022	15%
	<i>RTP/SCS Information and Feedback Website/branding</i>	Jul 2021	Aug 2021	10%
				100%

FTE.04

150.1 Public Outreach Coordination and Implementation

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	11,470	Consultant	100,000
MCTA			
FHWA-PL	88,530		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	100,000	Subtotal	100,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	909	Direct Wages/Benefits plus Indirect:	7,928
MCTA			
FHWA-PL	7,019		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	7,928		
Total:	107,928	Total:	107,928

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 2021-2022 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 2021-2022.

The 2020 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service, including understanding the opportunity for connections to the San Joaquins line of Amtrak and Altamont Corridor Express services. Staff will continue to work with its partners in this planning effort throughout the 2021-2022 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.

Task 1 Rideshare Program

1.1 Represent rideshare program as required.

Responsible Party: MCTC Staff

Task 2 Rideshare Promotional Materials

2.1 Provide rideshare promotional materials as required.

Responsible Party: MCTC Staff

Task 3 Develop Promotional Materials

3.1 Develop/print promotional materials.

Responsible Party: MCTC Staff

Task 4 Maintain and update TDM activities on MCTC website

Responsible Party: MCTC Staff

Task 5 Community Outreach

5.1 Conduct community outreach activities as needed.

Responsible Party: MCTC Staff

Task 6 Participate in CalVans joint powers agency

Responsible Party: MCTC Staff

Task 7 Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee

7.1 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.

Responsible Party: MCTC Staff

Task 8 Coordination of Trip Reduction Programs

8.1 Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers.

Responsible Party: MCTC Staff

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	Start Date	End Date	% of Work
151.1	Rideshare Program	Jul 2021	Jun 2022	10%
151.2	Rideshare Promotional Materials	Jul 2021	Jun 2022	5%
151.3	Develop Promotional Materials	Jul 2021	Jun 2022	10%
151.4	Maintain and update TDM activities on MCTC website	Jul 2021	Jun 2022	10%
151.5	Community Outreach	Jul 2021	Jun 2022	10%
151.6	Participate in CalVans joint powers agency	As Required		10%

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151.7	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	Jul 2021	Jun 2022	40%
151.8	Coordination of Trip Reduction Programs	Jul 2021	Jun 2022	5%
				100%

FTE: .18

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	52,138	Direct Wages/Benefits plus Indirect:	52,138
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	52,138		
Total:	52,138	Total:	52,138

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 will begin on the 2023 FTIP in Fall 2021 and will be completed in Summer 2022.

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 2021 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 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 monthly 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.

Task 1 Review California Transportation Commission Fund Estimates and policies

1.1 Review State funding estimates and policy guidelines and updates.

Responsible Party: MCTC Staff

Task 2 Review Caltrans proposed IIP and solicit local agency input

2.1 Review State transportation planning and coordinate with local agencies.

Responsible Party: MCTC Staff

Task 3 Begin preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP

3.1 Begin preparation of 2023 FTIP and Air Quality Conformity Analysis for the 2023 FTIP and 2022 RTP. Continue to amend the 2021 FTIP on an as needed basis.

Responsible Party: MCTC Staff

Task 4 Coordination of FTIP and RTP

5.1 Ongoing coordination of the 2021 FTIP and 2018 RTP.

Responsible Party: MCTC Staff

Task 5 Prepare, submit, and upload various CMAQ Reports

5.1 Prepare annual reports for the CMAQ Program and input to Federal database.

Responsible Party: MCTC Staff

Task 6 Prepare and submit AB 1012 Report

6.1 Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies.

Responsible Party: MCTC Staff

Task 7 Participate in Statewide CFPG and Program CTIPS

7.1 Participate in the California Federal Programmers Group and program the FTIP utilizing the Caltrans CTIPS database.

Responsible Party: MCTC Staff

Task 8 Prepare Annual Listing of Federal Projects

8.1 Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year.

Responsible Party: MCTC Staff

Task 9 Begin preparation of the 2022 RTIP

10.1 Begin preparation of the 2022 Regional Transportation Improvement Program in conjunction with the 2022 Statewide Transportation Improvement Program.

Responsible Party: MCTC Staff

Task 10 CMAQ Call for Projects

11. 1 Conduct a CMAQ Call for Projects (if necessary) for the 2023 FTIP. Solicit and evaluate proposals from local agencies. Approve projects and amend into FTIP.

Responsible Party: MCTC Staff

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the “timely use” of State and Federal funds.
5. Prepared “local” Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to “Lump-Sum” the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2002-2020.
11. Conducted a CMAQ Call for Projects in FY 19-20.
12. 2021 FTIP and Air Quality Conformity Analysis adopted in February 2021.

Product

1. 2023 FTIP.
2. 2022 RTIP.
3. Amendments to the 2021 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Project selection and implementation of CMAQ Program.
8. Local Obligation Plans for CMAQ per AB 1012 requirements.
9. Federal Annual Listing of Obligated Projects.
10. CMAQ Annual Obligation report.
11. Additional STIP revisions.
12. CMAQ Call for Projects in August 2021, if necessary.

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Tasks

Task	Task Description	Start Date	End Date	% of Work
200.01	Review California Transportation Commission Fund Estimates and policies	Jul 2021	Jun 2022	2%
200.02	Review Caltrans proposed IIP and solicit local agency input	Jul 2021	Jun 2022 – as information becomes available	3%
200.03	Begin preparation of 2023 FTIP and Air Quality Conformity Documents and amend 2021 FTIP	Jul 2021	Jun 2022 - as needed/required through entire Fiscal Year, as requested by State and local agencies	60%
200.04	Coordination of FTIP and RTP	Jul 2021	Jun 2022 - as needed/required through entire Fiscal Year	5%
200.05	Prepare, submit, and upload various CMAQ Reports	4Q 2021	4Q 2021	10%
200.06	Prepare and submit AB 1012 Report	1Q 2022	1Q 2022	2%
200.07	Participate in Statewide CFPG and Program CTIPS	Jul 2021	Jun 2022 – through entire Fiscal Year	4%
200.08	Prepare Annual Listing of Federal Projects	4Q 2021	4Q 2021	3%
200.09	Begin preparation of the 2022 RTIP	July 2021	Dec 2021	5%
200.10	CMAQ Call for Projects	Aug 2021	Nov 2021	6%
				100%

FTE: .50

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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:	160,990
MCTA			
FHWA-PL	142,524		
FTA-Section 5303			
HR 133 PPM	18,466		
STIP – PPM			
Other			
Subtotal	160,990		
Total:	160,990	Total:	160,990

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 2021-22 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.

Task 1 Apportionment and Allocation

- 1.1 Prepare finding of apportionment for LTF/STA and make allocations

Responsible Party: MCTC Staff

Task 2 Claims

- 2.1 Review and process LTF/STA claims.
- 2.2 Review for conformance with applicable TDA law, the RTP and SRTDP

Responsible Party: MCTC Staff

Task 3 LTF/STA Financial Reports

- 3.1 Prepare LTF/STA financial reports

Responsible Party: MCTC Staff

Task 4 SSTAC Meeting

- 4.1 Conduct meeting of the SSTAC

Responsible Party: MCTC Staff

Task 5 Unmet Transit Needs Hearing

- 5.1 Conduct Unmet Transit Needs Hearing

Responsible Party: MCTC Staff

Task 6 Unmet Needs Staff Report

- 6.1 Prepare Unmet Needs Staff Report

Responsible Party: MCTC Staff

Task 7 Financial Records

- 7.1 Maintain appropriate financial activity records

Responsible Party: MCTC Staff

Task 8 Fiscal Audits

- 8.1 Contract for appropriate fiscal audits

Responsible Party: MCTC Staff

Task 9 PTMISEA Administration

9.1 Administer Prop 1B transit program – PTMISEA

Responsible Party: MCTC Staff

Task 10 Development of Project Application Assistance

10.1 Assist local agencies in development of project applications for Section 5311, 5311 (f) Section 5310; Section 5304; Section 5307

Responsible Party: MCTC Staff

Task 11 LCTOP Administration

11.1 Administer LCTOP program

Responsible Party: MCTC Staff

Task 12 SGR Administration

12.1 Administer SGR program

Responsible Party: MCTC Staff

[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. 2017 Triennial Performance Audit
6. 2020 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 2021-22 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.

Madera CTC Overall Work Program Fiscal Year 2021-22

Tasks

Task	Task Description	Start Date	End Date	% of Work
901.1	Apportionment and Allocation	May 2022		5%
901.2	Claims	Jul 2021	Jun 2022	20%
901.3	LTF/STA Financial Reports	Dec 2021	Dec 2021	20%
901.4	SSTAC Meeting	Mar 2022	May 2022	5%
901.5	Unmet Transit Needs Hearing	Apr 2022	Apr 2022	5%
901.6	Unmet Needs Staff Report	Apr 2022	Apr 2022	21%
901.7	Financial Records	Jul 2021	Jun 2022	5%
901.8	Fiscal Audits	Aug 2021		2%
901.9	PTMISEA Administration	Jul 2021	Jun 2022	5%
901.10	Project Application Assistance	Jul 2021	Jun 2022	2%
901.11	LCTOP Administration	Jul 2021	Jun 2022	5%
901.12	SGR Administration	Jul 2021	Jun 2022	5%
				100%

FTE: .44

Madera CTC Overall Work Program Fiscal Year 2021-22

901 Transportation Funds Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	32,000	Audits	10,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	19,000
STIP - PPM			
Other			
Subtotal	32,000	Subtotal	32,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	71,235	Direct Wages/Benefits plus Indirect:	71,235
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	71,235		
Total:	103,235	Total:	103,235

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.

Task 1 OWP Development

- 1.1 Initiate OWP development process
- 1.2 Review IPG and State OWP Guidelines

Responsible Party: MCTC Staff

Task 2 Project Identification

- 2.1 Identify local project needs through public input

Responsible Party: MCTC Staff

Task 3 Circulation

- 3.1 Develop and circulate Draft OWP and Budget for public and agency review

Responsible Party: MCTC Staff

Task 4 Adoption

- 4.1 Complete OWP
- 4.2 Adopt OWP with compliance certifications and process agreement

Responsible Party: MCTC Staff

Task 5 Reporting

- 5.1 Complete Quarterly Reports

Responsible Party: MCTC Staff

Previous Work

MCTC Overall Work Program and Budget.

Madera CTC Overall Work Program Fiscal Year 2021-22

Product

1. 2022-23 MCTC Overall Work Program and Budget.
2. Quarterly Reports.

Tasks

Task	Task Description	Start Date	End Date	% of Work
902.1	OWP Development	Nov 2021	Feb 2022	35%
902.2	Project Identification	Oct 2021	Feb 2022	15%
902.3	Circulation	Feb 2022	Mar 2022	15%
902.4	Adoption		Apr 20, 2022	5%
902.5	Reporting	Quarterly Jul 2021	Jun 2022	30%
				100%

FTE: .16

Madera CTC Overall Work Program Fiscal Year 2021-22

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	5,396	Direct Wages/Benefits plus Indirect:	32,332
MCTA			
FHWA-PL	26,936		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	32,332		
Total:	32,332	Total:	32,332

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.

Fiscal Year 2020/21 Tasks

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

Fiscal Year 2021/22 Tasks Carried Over

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	Start Date	End Date	% of Work
906.01	Finalize Scope of Work	Jul 2020	Jul 2020	1%
906.02	Request for Proposal Development	July 2020	Jul 2020	2%
906.03	Consultant Selection Process	July 2020	Jul 2020	1%
906.04	Assemble Project Working Group	July – Aug 2020	Jul 2020	1%
906.05	Kickoff meeting	July 2020	Jul 2020	3%
906.06	Stakeholder Meetings	Aug 2021	June 2021	15%
906.07	Committee and Board Meetings	Oct 2021	June 2021	2%
906.08	Assess Existing Conditions	Aug 2020	Nov 2020	6%
906.09	Review Existing Plans	Aug 2020	Nov 2020	6%
906.10	Assess Planned Improvements	Sept 2020	Dec 2020	6%
906.11	Develop Goals and Objectives	Dec 2020	Jan 2021	5%
906.12	Develop Public Outreach Plan	Sept 2020	Apr 2021	5%
906.13	Stakeholder Outreach	Aug 2020	Apr 2021	5%
906.14	Bi-County Model, Document Potential Future Conditions and Scenarios	Nov 2020	Apr 2021	20%

Madera CTC Overall Work Program Fiscal Year 2021-22

906.15	Develop Sustainable Corridor Management Strategies	Mar 2021	June 2021	5%
906.16	Recommend Future Sustainable Transportation Improvements	Mar 2021	Jun 2021	5%
906.17	Final Corridor Study	Jun 2021	Aug 2021	5%
906.18	Project Management and Agency Coordination	Jun 2020 –	Aug 2021	5%
906.19	Provide Caltrans with Quarterly Reports	Sept 2020 –	Aug 2021	1%
906.20	Provide Caltrans with Invoices Monthly or Quarterly	Aug 2020 –	Aug 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	2,435	Consultant – Corridor Study	21,228
MCTA			
FHWA-PL	18,793		
FTA-Section 5303			
STIP - PPM			
Other – Member Fees			
Subtotal	21,228	Subtotal	21,228
<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:	21,228	Total:	21,228

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.

Task 1 Valley Voice Program

1.1 Annual advocacy trips to Sacramento and Washington D.C.

Responsible Party: MCTC Staff

Task 2 Legislative Tracking

2.1 Legislative tracking and reporting

Responsible Party: MCTC Staff

Task 3 Stipend and Travel

3.2 Stipend and travel to meetings and advocacy trips

Responsible Party: MCTC Staff

Task 4 CALCOG Conference and Meetings

4.1 State and Valley wide transportation conferences and events

Responsible Party: MCTC Staff

Task 5 CALCOG Annual Fees

Responsible Party: MCTC Staff

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.

Madera CTC Overall Work Program Fiscal Year 2021-22

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	Start Date	End Date	% of Work
907.1	Valley Voice Program	Sep 2021	Mar 2022	35%
907.2	Legislative tracking	Jul 2021	Jun 2022	5%
907.3	Stipend and travel	Jul 2021	Jun 2022	30%
907.4	CALCOG Conference and meetings	Apr 1, 2022	Apr 30, 2022	10%
907.5	CALCOG Annual Fees		Jun 2022	20%
				100%

FTE: .04

Madera CTC Overall Work Program Fiscal Year 2021-22

907 Board Costs and Other Expenses

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	16,850	Board Costs & Other Expenses	31,000
MCTA		Lobbyist	72,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	86,150		
Subtotal	103,000	Subtotal	103,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	5,540
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	5,540		
Subtotal	5,540		
Total:	108,540	Total:	108,540

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.

Task 1 Conduct MCTA and TAC meetings

Responsible Party: MCTC Staff

Task 2 Prepare MCTA Budget

Responsible Party: MCTC Staff

Task 3 Maintain MCTA financial records

Responsible Party: MCTC Staff

Task 4 Review and process project claims

Responsible Party: MCTC Staff

Task 5 Prepare Annual Work Program

Responsible Party: MCTC Staff

Task 6 Administration of Citizens’ Oversight Committee

Responsible Party: MCTC Staff

Task 07 Conduct Fiscal Audit

Responsible Party: MCTC Staff

Task 08 Planning, programming, and monitoring of Measure “T” projects

Responsible Party: MCTC Staff

Task 09 Attend Conferences, including Focus on the Future

Responsible Party: MCTC Staff

Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2017 Strategic Plan.
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens’ Oversight Committee.
6. Planning, Programming, and Monitoring of Measure “T” projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits (approx. \$12,000).
2. Review and process project claims.
3. Prepare financial reports.
4. MCTA Operating Budget.
5. Annual Work Program.
6. Administration of Citizens’ Oversight Committee.
7. Planning, Programming and Monitoring of Measure “T” projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.
10. 2021 Strategic Plan

Tasks

Task	Task Description	Start Date	End Date	% of Work
910.1	Conduct MCTA and TAC meetings.	Jul 2021	Jun 2022	5%
910.2	Prepare MCTA Budget.	May 22	May 22	5%

Madera CTC Overall Work Program Fiscal Year 2021-22

910.3	Maintain MCTA financial records.	Jul 2021	Jun 2022	20%
910.4	Review and process project claims.	Jul 2022	Jun 2022	5%
910.5	Prepare Annual Work Program.	Jun 2022	Jun 2022	20%
910.6	Administration of Citizens' Oversight Committee.	Jul 2021	Jun 2022	10%
910.7	Conduct Fiscal Audit.	Oct 2021	Oct 2021	10%
910.8	Planning, programming, and monitoring of Measure "T" projects.	Jul 2021	Jun 2022	10%
910.9	Attend Conferences, including Focus on the Future.	Nov 2021	Nov 2021	5%
910.10	Finalize 2021 Strategic Plan	Jul 2021	Dec 2021	10%
				100%

FTE: .30

910 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	25,000
MCTA	531,500	Conf/Travel/Other Costs	56,500
FHWA-PL		Consultant	450,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	531,500	Subtotal	531,500
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	53,435
MCTA	53,435		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	53,435		
Total:	584,935	Total:	584,935

ACRONYMS

AB	Assembly Bill
ADA	Americans with Disabilities Act
AWP	Annual Work Program
CALTRANS	California Department of Transportation
CAG	County Association of Governments
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MAX	Madera Area Express
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization

OWP	Overall Work Program
PAC	Policy Advisory Committee
PM-2.5	Particulate Matter (2.5 micros or less)
PM-10	Particulate Matter (10 microns or less)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SHOPP	State Highway Operation and Protection Program
SRTDP	Short Range Transit Development Plan
SSTAC	Social Service Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zones
TCM	Traffic Control Measures
TDA	Transportation Development Act
TDP	Transit Development Plan
VMT	Vehicle Miles Traveled
YARTS	Yosemite Area Regional Transportation System
YATI	Yosemite Area Transportation Information

APPENDICES

Appendix A Revenue/Expenditure Spreadsheet

Appendix B Line-Item Budget

Appendix C SB 1 Sustainable Communities Formula Project List

Appendix D Certifications and Assurances

Appendix E Certification of Restrictions on Lobbying

Appendix F Planning Funds – Eligible Uses

Appendix G Resolution

Appendix H Other Planning Activities

Appendix I MPO Planning Boundary

Appendix J Public Participation Outreach Chart

Appendix K Title VI Plan

FY 2021-22 Overall Work Program

		Funds Available by Revenue Source															
	MCTC	Other	Total	MCTC LTF	Member Assessment	MCTA	STIP PPM	HR 133 STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FTA 5303	FTA 5303 Carryover 19-20	FTA 5303 Carryover 20-21	Total	
Carryover Prior Years				177,277		4,167	0		170,441	76,221	257,659	76,349		29,014	3,731	794,859	
Current Year Allocation				286,252	105,000	580,768	78,000	43,774	125,000	165,032	772,932			59,506		2,216,264	
Carryover to Future Year				(126,497)	(13,000)											(139,497)	
Total Available Funds	1,243,252	1,628,374	2,871,626	337,032	92,000	584,935	78,000	43,774	295,441	241,253	772,932	257,659	76,349	59,506	29,014	3,731	2,871,626

3/15/2022 14:49		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	HR 133 STIP PPM	SJV REAP Housing	SB-1 Sustainable Communities	FHWA PL	FHWA PL Carryover 19-20	FHWA PL Carryover 20-21	FTA 5303	FTA 5303 Carryover 19-20	FTA 5303 Carryover 20-21	Total
100 Regional Transportation Plan	192,937	205,746	398,683	32,386	13,343			0					249,971	26,634	76,349				398,683
101 Performance Measures	27,156		27,156	0	0			3,115					24,041						27,156
102 Regional Housing Planning Program	52,732	242,709	295,441	0	0			0			295,441		0						295,441
110 Regional Planning Database	48,670		48,670	8,416				7,317					32,937						48,670
110.1 San Joaquin Household Travel Survey	4,920	27,081	32,001	0				6,693		25,308			0						32,001
111 Traffic Monitoring Program	6,270	7,500	13,770	0				1,579	0				12,191						13,770
112 Regional Transportation Modeling	71,062	54,500	125,562	0				8,151	6,251				62,911	48,249					125,562
113 Air Quality Transportation Planning	87,375	8,000	95,375	10,940	0			0					84,435						95,375
120 Goods Movement & Highways Planning	50,300	10,000	60,300	0	15,769			0					0	44,531					60,300
122 Project Coordination & Financial Programming	44,894		44,894	0				44,894					0						44,894
130 Public Transportation	104,203		104,203	0	4,242			0					0						104,203
140 Other Modal Elements	121,400		121,400	13,925				0					107,475						121,400
150 Public Participation Program	33,335	27,000	60,335	6,921	0			0					29,511	23,903					60,335
150.1 Public Outreach Coordination	7,928	100,000	107,928	12,379	0			0					0	95,549					107,928
151 Alternative Transportation Activities	52,138		52,138	52,138				0					0						52,138
200 Transportation Program Development	160,990		160,990	0				0		18,466			142,524						160,990
901 Transportation Funds Administration	71,235	32,000	103,235	103,235				0					0						103,235
902 Overall Work Program	32,332		32,332	5,396				0					26,936						32,332
905.2 Project Prioritization Study 20-21	4,000	82,096	86,096	9,875				0				76,221	0						86,096
906 Fresno-Madera Sustainable Corridor Study		21,228	21,228	0	2,435			0					0	18,793					21,228
907 Board Cost & Other Expenses	5,540	103,000	108,540	16,540		92,000		0					0						108,540
908 ZEV Readiness & Implementation Plan FY 21-22	10,400	176,014	186,414	21,382				0				165,032	0						186,414
910 MCTA Administration	53,435	531,500	584,935	0			584,935	0					0						584,935
Total Expenditures	1,243,252	1,628,374	2,871,626	301,243	35,789	92,000	584,935	71,749	6,251	43,774	295,441	241,253	772,932	257,659	76,349	59,506	29,014	3,731	2,871,626
				337,032				78,000					1,106,940			92,251			

Madera County Transportation Commission
2021-22 Amended Budget
15-Mar-22

	21-22 Budget	Amend #1	Amend #2	Amend #3	Amended Budget
Revenues					
FHWA PL	\$640,408	\$19,529	(\$9,105)	\$122,100	\$772,932
FHWA PL Carryover	\$410,350	(\$76,342)			\$334,008
FTA 5303	\$59,506				\$59,506
FTA 5303 Carryover	\$9,462	\$23,283			\$32,745
HR 133 PPM	\$43,774				\$43,774
STIP Carryover	\$0				\$0
STIP Planning	\$71,509	\$6,491			\$78,000
SB-1 Sustainable Communities 21-22	\$164,209	\$823			\$165,032
SB-1 Sustainable Communities 20-21	\$0	\$76,221			\$76,221
SB-1 Sustainable Communities 19-20	\$0				\$0
SB-1 Sustainable Communities 18-19	\$0				\$0
REAP Housing	\$162,000	\$133,441			\$295,441
TDA Carryover	\$114,697	\$39,397	(\$24,115)	(\$79,199)	\$50,780
TDA Administration	\$110,000				\$110,000
TDA Planning	\$136,713			\$39,539	\$176,252
Member Assessment Fees	\$31,000	\$61,000			\$92,000
MCTA Carryover	\$0	\$4,167			\$4,167
MCTA	\$405,518	\$185,357	(\$4,516)	(\$5,591)	\$580,768
Other	\$0				\$0
Total Revenues	\$2,359,146	\$473,367	(\$37,736)	\$76,849	\$2,871,626
Non-cash information					
Toll Credits (PL)	\$0				\$0
Toll Credits (5303)	\$0				\$0
Expenses					
Salaries & Benefits					
Salaries	\$705,565				\$705,565
ICMA 401(a)	\$104,484				\$104,484
FICA, Employer	\$42,200				\$42,200
Medicare	\$10,231				\$10,231
Worker's Compensation	\$5,186	(\$247)	(\$142)		\$4,797
Health	\$154,916	(\$12,349)	(\$712)		\$141,855
Unemployment Insurance	\$1,120				\$1,120
Subtotal Salaries & Benefits	\$1,023,702	(\$12,596)	(\$854)	\$0	\$1,010,252
	<i>Direct</i>	\$541,882			\$531,090
	<i>Indirect</i>	\$481,819			\$479,162
Indirect Costs					
Advertising/Publications	\$2,000				\$2,000
Auto & Cell Allowance	\$4,200				\$4,200
Computer Software	\$5,000	\$2,000			\$7,000
Conference/Training/Education	\$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	\$5,000			\$20,000
MCTC Audit	\$24,000	(\$2,000)			\$22,000
Membership Fees	\$4,000	(\$2,000)			\$2,000
Miscellaneous	\$4,000	\$2,000			\$6,000
Office Furniture	\$2,000				\$2,000
Office Supplies	\$6,000				\$6,000
Postage	\$1,000				\$1,000
Rent	\$73,000	(\$2,000)			\$71,000
Technology Related Equipment & Repairs	\$30,000	\$1,000			\$31,000
Telephone/Internet/Website	\$18,000	(\$4,000)			\$14,000
Travel Expenses	\$5,000	(\$1,000)			\$4,000
Utilities	\$8,000	\$1,000			\$9,000
Valley Coordination	\$6,800				\$6,800
Subtotal Indirect Costs	\$233,000	\$0	\$0	\$0	\$233,000
Other Direct Costs					
Air Quality (Consultant)	\$8,000				\$8,000
Board Costs and Other Costs	\$31,000				\$31,000
Consultant (SR 41 Corridor Study)	\$16,379			\$4,849	\$21,228
Consultant (SB-1 Planning Grant)	\$174,984	\$85,326	(\$2,200)		\$258,110
Consultant (Household Travel Survey)	\$27,081				\$27,081
Consultant (Public Outreach Coordination)	\$100,000				\$100,000
Consultant (Regional Housing Program)	\$154,000	\$133,391	(\$44,682)		\$242,709
Consultant (Socioeconomic Study)	\$0				\$0
Consultant (Measure Renewal)	\$300,000	\$150,000			\$450,000
Consultant (Lobbying&Intergovernmental)	\$0	\$72,000			\$72,000
MCTA Conference(s)/Travel	\$2,500				\$2,500
MCTA Fin Asst/Audits/Annual Report	\$25,000				\$25,000
MCTA Project Development	\$10,000	\$40,000			\$50,000
MCTC TDA Audits	\$13,000	(\$3,000)			\$10,000
MCTC TDA Other Admin Costs	\$15,000				\$15,000
Model Update	\$0				\$0
Other MCTA Costs	\$4,000				\$4,000
Planning Grant Match	\$0		\$10,000		\$10,000
Public Participation Program	\$30,000				\$30,000
RTP EIR	\$75,000	\$8,746			\$83,746
RTP/SCS Development	\$50,000			\$72,000	\$122,000
Technical/Modeling On-Call Services	\$50,000				\$50,000
Traffic Model & GIS Support	\$4,500				\$4,500
Traffic Monitoring Program	\$8,000	(\$500)			\$7,500
Translation Services	\$4,000				\$4,000
Triennial Performance Audits	\$0				\$0
Subtotal Other Direct Costs	\$1,102,444	\$485,963	(\$36,882)	\$76,849	\$1,628,374
Total Expenses	\$2,359,146	\$473,367	(\$37,736)	\$76,849	\$2,871,626
	\$0	\$0	\$0	\$0	\$0