



OVERALL WORK PROGRAM Fiscal Year 2025-2026

Amendment No. 1 July 23, 2025

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

Objective

To develop and publish the Regional Transportation Plan (RTP) for Madera County pursuant to State and Federal guidelines (every four years). The Regional Transportation Plan is to be long-range (20-year planning horizon), comprehensive and financially constrained, air quality conformed and updated every four years. It must include a Sustainable Communities Strategy (SCS), be responsive to air quality issues and provide for adequate citizen participation in its development. In the development and preparation of the currently adopted 2022 RTP, staff implemented the requirements of legislation related to the Global Warming Solutions Act of 2006 (AB 32) and any other subsequent legislation such as SB 375 and SB 743.

Discussion

MCTC, as the State of California designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Madera County, is required to update the RTP every four years in compliance with guidelines established by the California Transportation Commission (CTC) and to remain consistent with Federal law. Federal requirements, as identified in MAP-21 and the FAST Act, include consideration of metropolitan planning emphasis areas. Although the plan must be fiscally constrained, identified needs and recommended funding strategies beyond current financial capacity are included. This work element identifies staff time required to develop the plan, with recognition that RTP development also draws upon work activities within other modal elements identified in the Overall Work Program. The 2022 RTP was adopted by the MCTC Policy Board on August 31, 2022. The RTP is the primary planning document produced by MCTC and provides the policy basis for all major transportation infrastructure funding programs within the county. Work is ongoing for the 2026 RTP/SCS and environmental document, with adoption in Summer 2026.

This work element identifies staff time required to assemble information developed primarily through specific transportation modal elements identified in the OWP. The 2007 RTP was developed with SAFETEA-LU compliance consistent with the FHWA & FTA guidance provided by the MPO Planning Final Rule. The 2011 RTP Environmental Impact Report (EIR) also incorporated the greenhouse gas requirements of AB 32. The RTP was also developed in accordance with the 2007 RTP Guidelines adopted by the CTC. The 2017 RTP Guidelines were used for the development of the 2018 RTP and 2022 RTP. The 2014 RTP details an SCS funding implementation strategy focusing on a shift towards implementation of non-single occupancy vehicle trip transportation strategies with the goal of reducing per capita greenhouse gas tailpipe emissions. During the ongoing transportation planning process, staff compiles information into a consistent presentation

format, verifies local, State, and Federal planning requirements, and submits amendments on regular updates for MCTC consideration. The stakeholders assisting in the development and review of the RTP consist of the following: MCTC staff; local jurisdiction staffs; social service transportation agencies; Sheriff's department; Economic Development Department; School Districts; Native American Tribal Governments; consultants; and other interested public agencies and individuals. Additionally, the State Department of Housing and Community Development (HCD) consults with MCTC during the preparation of the Madera County Regional Housing Needs Assessment. This consultation ensures the coordination of information utilized for the preparation of the RTP.

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

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

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

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

MCTC retained professional consultation services for the development of the Program Environmental Impact Report (PEIR) for the 2022 RTP/SCS in January of 2021. The Notice of Preparation process occurred in February and March of 2021. The PEIR development

coincided with activities related to the RTP and SCS Scenario Development. Work with the consultant on the PEIR concluded in the fall of 2022.

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

MCTC staff retained a consultant in August of 2021 to assist in a variety of outreach activities related to the development of the 2022 RTP/SCS. MCTC staff are and will continue to be engaged in outreach activities related to the RTP/SCS development. This process includes regular meetings with the RTP/SCS Oversight Committee and stakeholders. The Oversight Committee assists in making key recommendations on the direction of the RTP/SCS development. Stakeholders were engaged for comments and feedback in a variety of ways. Community workshops held for the RTP and for SCS scenario development, meetings made directly with interested individuals by request, information submitted in local publications, focused community surveys distributed online or at outreach functions and informational workshops held by MCTC staff. Due to the COVID-19 pandemic, MCTC staff focused on effective ways for interested individuals to participate online or remotely. The presence on social media for the project increased, access for online communications and meetings was bolstered, and a project website was developed for computer or mobile phone access. Several activities focused on disadvantaged communities or traditionally underrepresented populations. Translation services as well as Americans with Disabilities Act accessibility requirements were met for informational documents and materials for the project. MCTC worked with a consultant to better ensure meaningful and effective outreach occurred through the duration of the 2022 RTP/SCS update process.

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

Work is continuing on the 2026 RTP/SCS and environmental document. The 2026 RTP/SCS and environmental document will be adopted in Summer 2026.

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

MCTC completed a Project Prioritization Study in 2021 that prioritized all regional projects.

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

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

MCTC integrated Federal performance management requirements to improve project decision-making through performance-based planning and programming to choose the most efficient investments for Federal transportation funds as they are applicable to the region. The performance measures (PM) for the Federal highway programs include:

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/GHG reduction/CMAQ Performance

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

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

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

- Assessment of current modes of transportation and the potential new travel

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

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

Previous Work

- 2018 RTP/SCS
- PEIR for the 2018 RTP/SCS
- SCS SB 375 Compliance Evaluation Report for the 2018 RTP/SCS
- 2018 RTP/SCS Amendment 1
- Outreach Report Chapter of RTP/SCS to document comprehensive outreach activities, materials and input received.
- SCS Report for the RTP/SCS including scenario development process, scenario characteristics, scenario performance
- Equity Analysis Report for the RTP/SCS including assessment of impacts to disadvantaged communities and equitability of planned investments
- 2022 RTP/SCS
- PEIR for the 2022 RTP/SCS
- Amendments to the 2018 and 2022 RTP as necessary
- 2022 RTP/SCS Amendment 1 and 2

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
101.1	Amendments to the 2022 RTP, as needed	X		Prepare amendments for the 2022 RTP/SCS as necessary	15%	July 2025 to June 2026
101.2	Collect data for the development of the 2026 RTP/SCS	X		Update planning tools with latest available data for transportation, housing, and demographics	15%	July 2025 to June 2026
101.3	2026 RTP/SCS - Environmental Document Development	X	X	Consultant to prepare PEIR for the 2026 RTP/SCS	35%	July 2025 to June 2026
101.4	2026 RTP/SCS Development	X	X	Develop 2026 RTP/SCS in accordance with 2024 RTP Guidelines: Public Outreach, Call for Projects, Existing and Future Conditions analysis	35%	July 2025 to June 2026
				Total	100%	

FTE: .49

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant (PEIR)	75,000
MCTA			
FHWA-PL FY 24-25	46,519		
FHWA-PL FY 25-26	19,878		
FTA-Section 5303			
STIP – PPM	8,603		
Other			
Subtotal	75,000	Subtotal	75,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	<u>179,499</u>
MCTA			
FHWA-PL FY 24-25			
FHWA-PL FY 25-26	<u>158,910</u>		
FTA-Section 5303			
STIP – PPM	<u>20,589</u>		
Other			
Subtotal	<u>179,499</u>		
Total:	<u>254,499</u>	Total:	<u>254,499</u>

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

Objective

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

Discussion

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

The ultimate deliverable will be a plan of recommended infrastructure projects and on-going outreach efforts that will serve small local communities as well as the larger Madera County region. These projects will be based on adaptation strategies prioritized based on their system resiliency benefits and community needs. Other deliverables include supporting data, maps, graphics, and public and extensive stakeholder outreach to build community connections and resource knowledge.

Project Stakeholders

This Plan will be a coordinated planning effort between various agencies and stakeholders critical to identifying needs and ultimate implementation. The MCTC Policy

Board will accept or adopt this plan. Other essential parties include Caltrans District 6 Planning, Operations and Maintenance, emergency service providers such as first responders, and local advocacy groups to ensure the specific needs of all population demographics are considered.

Overall Project Objectives

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

The project's objectives are as follows:

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

Previous Work

New project

Current Work Products FY 2025-2026

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

Future Work Products

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

Tasks

<u>TASK</u>		<u>MCTC STAFF</u>	<u>CONSULTANT</u>	<u>PRODUCTS</u>	<u>% OF WORK</u>	<u>TARGET DATE / FREQUENCY COMPLETION</u>
<u>108.1</u>	<u>Project Administration</u>	<u>X</u>	<u>X</u>	<u>Kickoff Meeting, project progress reports, quarterly invoices, DBE reporting</u>	<u>5%</u>	<u>Nov 2025 to June 2028</u>
<u>108.2</u>	<u>Consultant Procurement</u>	<u>X</u>		<u>Issue RFP, score proposals, select consultant, project work plan</u>	<u>2%</u>	<u>Dec 2025 to Feb 2026</u>
<u>108.3</u>	<u>Existing Conditions</u>		<u>X</u>	<u>Existing Conditions Report, Climate Event Interview Memo</u>	<u>25%</u>	<u>March 2026 to Sept 2026</u>
<u>108.4</u>	<u>Analysis</u>		<u>X</u>	<u>Hazard Risk and Vulnerability Assessment Memo, Emergency Access Needs Assessment Memo, Investment and Adaptation Memo, Concept Design and Cost Estimates for 15 projects, GIS data and maps</u>	<u>40%</u>	<u>July 2026 to June 2027</u>
<u>108.5</u>	<u>Public Outreach</u>	<u>X</u>	<u>X</u>	<u>Outreach Strategy Memo, workshop materials and agendas, project website, informational and promotional materials</u>	<u>15%</u>	<u>March 2026 to Feb 2028</u>
<u>108.6</u>	<u>Advisory Committee Meetings</u>	<u>X</u>	<u>X</u>	<u>Advisory Committee member list, agendas, handouts, minutes</u>	<u>3%</u>	<u>Bi-monthly throughout the project period March 2026 to March 2028</u>

<u>108.7</u>	<u>Draft and Final Plan</u>		<u>X</u>	<u>Administrative Draft, Draft, Comment Log, Final Plan</u>	<u>8%</u>	<u>October 2027 to April 2028</u>
<u>108.8</u>	<u>MCTC Board Review and Adoption/Acceptance</u>	<u>X</u>	<u>X</u>	<u>Presentation materials, Acceptance/Adoption documentation</u>	<u>2%</u>	<u>March 2028 to April 2028</u>
				<u>Total</u>	<u>100%</u>	

FTE: .05

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

<u>REVENUE BY SOURCE</u>		<u>EXPENDITURES</u>	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
<u>LTF</u>	<u>21,793</u>	<u>Consultant</u>	<u>190,000</u>
<u>MCTA</u>			
<u>FHWA-PL</u>			
<u>FTA-Section 5303</u>			
<u>STIP – PPM</u>			
<u>Other – SB I Sustainable Planning Grant (Competitive)</u>	<u>168,207</u>		
<u>Subtotal</u>	<u>190,000</u>	<u>Subtotal</u>	<u>190,000</u>
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
<u>LTF</u>	<u>1,503</u>	<u>Direct Wages/Benefits:</u>	<u>13,100</u>
<u>MCTA</u>			
<u>FHWA-PL</u>			
<u>FTA-Section 5303</u>			
<u>STIP – PPM</u>			
<u>Other – SB I Sustainable Planning Grant (Competitive)</u>	<u>11,597</u>		
<u>Subtotal</u>	<u>13,100</u>		
<u>Total:</u>	<u>203,100</u>	<u>Total:</u>	<u>203,100</u>

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

Work Element 202 Rail

Objective

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

Discussion

MCTC monitors local, State and Federal requirements impacting local plans for the rail transportation modes. The information developed is documented in staff reports and included in the Regional Transportation Plan for action.

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

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

The 2022 HSR Business Plan proposes to fully develop the San Joaquin Valley Segment between Bakersfield and Merced for early service. Beginning in 2029. A new single

Merced Multimodal Station will connect high-speed rail to the regional Altamont Corridor Express (ACE) and the intercity Amtrak San Joaquins service, which will be truncated in Merced. Staff will continue to work with its partners in this planning effort throughout the 2023-2024 fiscal year.

The "Intercity Passenger Rail Act of 2012" (AB 1779) was enacted on September 29, 2012. AB 1779 reauthorizes regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJJP) 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 SJJP 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 SJJP Board. Previously, MCTC staff as well as MCTC Policy Board Members were voting members of this group. New bylaws proposed by the SJJP 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 SJJP in finding new Madera County representatives for the SJVRC and is committed to assisting these volunteers in the new role in any way possible.

The Central Valley Rail Working Group (CVRWG) was originally composed of four counties – Merced, Stanislaus, San Joaquin, and Sacramento. Since the new push to add early morning passenger rail service from Fresno to Sacramento, elected officials from Madera County as well as MCTC staff have been invited to participate in CVRWG meetings. This group will focus on improved passenger rail service to Sacramento, station improvements along the corridor, and collaborating with the California High Speed Rail Authority.

On April 26, 2018, California State Transportation Agency announced that the SJJP 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.

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

In 2021, contractors were chosen by the San Joaquin Joint Powers Authority for engineering services and buildout for the Madera Station Relocation Project. Engineering is estimated to be completed in 2024, and the complete buildout of the new station is estimated to be completed in 2026. SJJP anticipates additional funding needs to

complete the HST platform and intends to pursue State and Federal programs. The HST is expected to begin service in the San Joaquin Valley by 2030.

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

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

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

On October 15, 2023, California Transportation Commission released the Draft 2024 Interregional Transportation Improvement Program (ITIP). In the Draft ITIP, \$80 million was identified for the Madera High Speed Rail Station. CTC is expected to take final action on the 2024 State Transportation Improvement Program in March of 2024.

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

Previous Work

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

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
202.1	Review planning issues related to rail	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems. Incorporate findings into the RTP/SCS where applicable	15%	July 2025 to June 2026
202.2	Provide staff analysis of available funding resources for rail planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems	10%	July 2025 to June 2026
202.3	Participate in meetings/workshops related to rail	X		Participate in reoccurring meetings and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	15%	July 2025 to June 2026
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	X		Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed.	20%	July 2025 to June 2026
202.5	Participate in the Madera Station Relocation Transit Area Specific Plan Project	X		Support Madera County staff in partnership with the City of Madera, Caltrans, CHSRA, and CalSTA in the development of the Plan	20%	July 2025 to June 2026
	Participate in the SJV Planning Director's Committee Passenger Rail/Transit/Land Use Working Group	X		Participate in bi-monthly meetings, contribute to the development of the San Joaquin Valley Network Integration and Transit-Oriented Development Action Plan	20%	July 2025 to June 2026
				Total	100%	

FTE: .09

202 Rail

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	35,344	Direct Wages/Benefits plus Indirect:	35,344
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	35,344		
Total:	35,344	Total:	35,344

Work Element 301 Active Transportation and Complete Streets Planning – CS

Objective

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

Discussion

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

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

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

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

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

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

Caltrans District 6 worked with the Headquarters Smart Mobility and Active Transportation

Branch in developing the California Active Transportation Plan (CAT).

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

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

Previous Work

1. Updated information on complete streets, bicycle, and pedestrian facilities for inclusion in the 2022 RTP.
2. Incorporated livability/sustainability PEA principles in RTP development.
3. Conducted Pedestrian Safety Assessment with City of Madera.
4. Adopted the Madera County Regional Active Transportation Plan in 2018.
5. Adopted the Complete Streets Policy Guide in 2018.
6. Created Interactive ATP webpage.
7. Participated in ATP meetings with Federal, State and Local agencies.
8. Updated information on bicycle and pedestrian facilities for inclusion in the 2022 RTP.
9. Continued to meet with local agencies to discuss active transportation projects
10. Notified local agencies about active transportation and related meetings and workshops.
11. Updated the 2018 ATP and Complete Streets Policy Guide in 2024.

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
301.1	Review Planning issues related to bicycle and pedestrian facilities	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the region's multi-modal systems, including complete streets	25%	July 2025 to June 2026 (As Needed)
301.2	Provide staff analysis of available funding resources for non-motorized planning projects	X		Analyze and share information for new and existing resources able to support the region's multi-modal systems, including complete streets	20%	July 2025 to June 2026 (Ongoing)
301.3	Participate in meetings/workshops related to complete streets, bicycle, and pedestrian facilities	X		Participate in meetings and workshops hosted by Federal, State, and Local partners related to multi-modal transportation, including complete streets.	20%	July 2025 to June 2026 (Estimated number of meetings could be twice monthly)
301.4	Collect data to support the maintenance of an Active Transportation Plan including bicycle and pedestrian safety assessments	X		Collect any important data and information related to maintaining or updating the Active Transportation Plan, including Complete Streets Policies. Update the ATP webpage as needed	35%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .23

301 Active Transportation Planning – CS

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	83,565
MCTA			
FHWA-PL	54,021		
Complete Streets-PL	19,959		
FTA-Section 5303			
STIP – PPM (Match)	9,585		
Other			
Subtotal	83,565		
Total:	83,565	Total:	83,565

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

Objective

To maintain a continuing, cooperative, and coordinated regional Goods Movement, Streets, and Highways planning process which coordinates with our San Joaquin Valley partners and is also responsive to local needs and to State and Federal planning requirements. To incorporate CAPTI objectives, such as improving goods movement and infrastructure.

Discussion

The San Joaquin Valley Regional Planning Agencies' Directors' Committee commissioned the development of a Valleywide Goods Movement Action Plan. Based on the success of the Route 99 Business Plan and to compete for goods movement funding, the valley needed a Goods Movement Action Plan that was similar in nature to the Route 99 Business Plan. The Goods Movement Action Plan identifies the priorities and the necessity of goods movement projects in the valley. In Madera County, there is particular interest in the State Route 99, State Route 152, State Route 145, State Route 233, and State Route 41 Corridors for economic development and goods movement primarily from farm to market.

State Route 99 Coordination

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

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

San Joaquin Valley Interregional Goods Movement Plan

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

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (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 USDOT National Primary Freight Network and vital to Valley's economy. This study was completed in June 2016.

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

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

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

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

Origin/Destination and Fiscal Impact Study

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

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

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

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

State Route 99 Comprehensive Multimodal Corridor Plan

A multi-District effort (Districts 3, 6, and 10) has been underway since late 2019 to update the published plans for SR 99 (the 2003 Transportation Concept Report, the 2008 Rural Corridor System Management Plan (CSMP), the 2009 Urban CSMP, and the Route 99 Business Plan, most recently updated in 2020) by developing a Comprehensive Multimodal Corridor Plan (CMCP) for SR 99 through the Central Valley (from I-5 junction to U.S. 50). Outreach for the CMCP development began in earnest with a two-day hybrid SR 99 Summit Event held in March 2022 with over 70 in-person attendees and representatives from Caltrans Districts 6 and 10, Headquarters Divisions, local partner agency representatives, elected officials, and Community-Based Organizations from the Central Valley. The SR 99 CMCP will develop a shared vision and implementation plan for

the SR 99 corridor that aligns with State goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP will revise the prior vision to align with current activity and direction, thereby comprehensively addressing the unique challenges of the corridor. The contract execution commenced in 2023. MCTC staff have thus far participated with other State and regional stakeholders in initial project meetings and shared-lane workshops. The estimated completion date for the CMCP is 2025.

MCTC will participate with Caltrans CMCP development in the following capacity:

- Participate in the kick-off meeting for the CMCP development, along with Caltrans Districts 3, 6, and 10, other Valley MPOs. Consideration will be given to MCTC's past documents, studies, modeling, and community outreach/engagement relevant to SR 99 to help establish a foundation for the CMCP;
- Participate as a member of the CMCP Stakeholder Team for the duration of the CMCP development, including potentially as part of a Technical Advisory Committee (TAC); the CMCP Stakeholder Team will meet up to eight times (once each quarter for the duration of CMCP development, anticipated to last 2 years);
- Participate in the development of a Public Engagement Plan for CMCP engagement;
- In partnership with Caltrans and stakeholders, MCTC will collaborate on hosting at least two workshops for public outreach and engagement (the same will occur in all other counties in Districts 6 and 10, plus Sacramento County for District 3); the goal of these public outreach and engagement activities is to gather community, stakeholder, and local agency input to identify needs and solicit innovative ideas and shape potential solutions to transportation issues within the corridor; said comments will note county, state route, and closest street interchange/intersection(s) identified in the comments, or if comments don't apply to any specific geographic location; and If participating as a member of a TAC for the CMCP, MCTC will help finalize the scope, approach, and schedule of the MPO travel demand modeling and micro/mesoscopic simulation analysis; to assemble available traffic and model data such as freeway mainline and ramp volumes, arterial street volumes, intersection volumes, signal timing plans, bicycle, and pedestrian counts and transit ridership data. Traffic volumes and Travel Time data will be assembled from existing and available sources, including from PeMS (at locations having 80% or greater observed percentage), the National Performance Management Research Data Set (NPMRDS), Transportation System Network (TSN), Inrix, signal timing plans, and ramp metering rates. Recent traffic studies along the study corridor will be reviewed for data. Participate in specific CMCP related workshops held by State partners and their selected CMCP project consultant team.

Trade Port California

In 2019, the Central Valley Community Foundation along with the San Joaquin Valley Air Pollution Control District, The Ports of Long Beach, and Los Angeles, all eight counties of the San Joaquin Valley, and other partners initiated a California Inland Port Feasibility

Analysis. The purpose of the study was to assess the viability of establishing a rail-served inland port project in California. The study was conducted by Global Logistics Development Partners (GLD Partners), an investment advisory firm specializing in transportation and logistics investments.

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

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

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

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

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

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

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

California Freight Mobility Plan 2023

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

Previous Work

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

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. Data pertinent to accurate modeling of travel data on goods movement corridors.
3. Continue to participate in the development of the San Joaquin Valley Inland Port Feasibility Study
4. Participate in the development and adoption of the SR 99 Multimodal Corridor Plan.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
401.1	Review local agency circulation elements including goals, policies, and objectives	X		Provide feedback and comments as necessary	15%	July 2025 to June 2026 (Biannually, or as needed)
401.2	Prepare staff analysis on impacts of existing, proposed, and new State and Federal funding programs on local agencies System as needed	X		Provide feedback and comments as necessary	20%	July 2025 to June 2026 (Quarterly, or as needed)
401.3	Participate where applicable with the Trade Port California project development	X		Assist with stakeholder engagement for the project and provide feedback and comments on the continued development of the project	20%	July 2025 to June 2026 (Ongoing)
401.4	Participate and provide technical support for the SR 99 Multimodal Corridor Plan	X		Provide feedback and comments on the development of the plan, and assist with public engagement for the plan	45%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .11

401 Highways, Corridors, and Routes of Regional Significance

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	<u>4,839</u>	Direct Wages/Benefits plus Indirect:	<u>42,190</u>
MCTA			
FHWA-PL FY 25-26	<u>37,351</u>		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>42,190</u>		
Total:	<u>42,190</u>	Total:	<u>42,190</u>

Work Element 501 Transportation Program Development

Objective

To identify transportation improvements proposed for implementation within the four-year time frame of the Federal Transportation Improvement Program (FTIP), and other associated documents and plans, in compliance with State and Federal requirements. To incorporate CAPTI objectives, such as expanding access to safe and convenient active transportation options, improve goods movement systems and infrastructure, improve transit, rail, and shared mobility options, advance zero emission vehicle technology, and supportive infrastructure, expand access to jobs, goods, services and education.

Discussion

State law and Federal regulations require regional transportation planning agencies to prepare transportation improvement programs (FTIPs). FTIPs are formulated at three levels: regional, State and Federal. In order for a transportation project to receive State or Federal funding or project approvals, the project must be advanced from an air quality conforming RTP and FTIP. The FTIP is a short-range, four-year capital improvement program which is updated biennially to satisfy Federal requirements. Projects are advanced from the Regional FTIP to the Federal STIP by Caltrans following an air quality conformity finding by MCTC as the recognized Metropolitan Planning Organization (transportation planning agency). Work began on the 2025 FTIP in Winter 2023 and was completed in Summer 2024. The four-year implementation timeline for the 2025 FTIP is FY 2024-25 to 2027-28. Work will begin on the 2027 FTIP in late 2025, with adoption in Summer 2026.

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); Carbon Reduction Program (CRP); and other Federal funding sources. Project funding decisions on these three sources are under

the MCTC's control within Federal program guidance. Appropriate prioritization and selection processes for the region were consistent with the requirements of Federal transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2025 FTIP and updates will be incorporated in the 2027 FTIP.

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

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

The 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 in California Financial Planning Group (CFPG) meetings to discuss programming issues statewide. MCTC staff will coordinate with the eight (including MCTC) San Joaquin Valley MPOs with Inter-Agency Consultation (IAC) partners and participate in conference calls as required. Staff will continue with meetings with member agencies and reports to the MCTC Board to help reduce or eliminate obligation delays and loss of funding on projects programmed in the FTIP. MCTC staff will provide oversight and will monitor federally funded projects for timely obligation, project expenditures, and final invoicing between Caltrans and member agencies. MCTC staff will assist member agencies with programming any federally funded project into the FTIP and procuring the authorization to proceed (E-76) from Caltrans District Local Assistance. As part of the

monitoring process, an annual obligation plan is submitted to Caltrans to help ensure the obligation of funds has commenced to comply with the provisions of AB 1012 (timely use of funds). Staff conduct meetings as necessary with member agencies to discuss project progress, obligation status, and to provide assistance when needed. MCTC also coordinates the annual obligation plans with Caltrans Division of Local Assistance.

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

Previous Work

1. Exchanged RSTP.
2. Programmed CMAQ funding consistent with adopted Expedited Project Selection Process (EPSP).
3. Coordinated FTIPs with RTIPs.
4. Provided updated information to member agencies concerning AB 1012 activities and new State requirements for the "timely use" of State and Federal funds.
5. Prepared "local" Obligation Plans for the CMAQ program to track regional obligation progress in meeting AB 1012 requirements.
6. Entered MOU with Caltrans to "Lump-Sum" the State Highway Operation and Protection Program (SHOPP) to help accelerate the delivery of State projects.
7. Adopted previous Madera County FTIPs and Air Quality Conformity Findings.
8. Various FTIP amendments.
9. Adopted RTIPs.
10. Annual Listing of Obligated Projects: 2024.
11. Conducted a CMAQ and CRP Call for Projects in FY 2023-2024.
12. Conducted a Supplemental CRP Call for Projects in 2024.
13. 2025 FTIP and Air Quality Conformity Analysis adopted in July 2024.

Product

1. Prepare and adopt 2027 FTIP.
2. Air Quality Analysis for the 2027 FTIP.
3. Amendments to the 2025 FTIP and Air Quality Conformity Analysis.
4. Staff analysis of project funding available to Madera County.
5. Public Notices and Inter Agency Consultation.
6. RSTP appropriation process.
7. Local Obligation Plans for CMAQ per AB 1012 requirements.
8. Federal Annual Listing of Obligated Projects.
9. CMAQ Annual Obligation report.
10. Additional STIP revisions.
11. Prepare and adopt 2026 RTIP.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
501.1	Review California Transportation Commission Fund Estimates and policies	X		Review State funding estimates and policy guidelines and updates	2%	July 2025 to June 2026 (As Needed)
501.2	Review Caltrans IIP and solicit local agency input	X		Review State transportation planning and coordinate with local agencies	2%	July 2025 to June 2026 (As needed/required through entire Fiscal Year, as requested by State and local agencies)
501.3	Finalize preparation of 2027 FTIP and Air Quality Conformity Documents and amend 2025 FTIP	X		Complete preparation of 2027 FTIP and Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP. Continue to amend the 2025 FTIP on an as needed basis	70%	July 2025 to June 2026 (As needed/required through entire Fiscal Year, as requested by State and local agencies)
501.4	Coordination of FTIP and RTP	X		Ongoing coordination of the 2025 FTIP and 2022 RTP	5%	July 2025 to June 2026 (As needed/required through entire Fiscal Year)
501.5	Prepare, submit, and upload various CMAQ Reports	X		Prepare annual reports for the CMAQ Program and input to Federal database	2%	July 2025 to June 2026 (4th Quarter 2026)
501.6	Prepare and submit AB 1012 Report	X		Prepare and submit annual AB 1012 Report to Caltrans Division of Local Assistance on status of CMAQ obligations for the Fiscal Year. Coordinate with local agencies	2%	July 2025 to June 2026 (1 st Quarter 2026)
501.7	Participate in Statewide CFPG and Program CTIPS	X		Participate in the California Federal Programmers Group and	1%	July 2025 to June 2026 (Throughout)

				program the FTIP utilizing the Caltrans CTIPS database		entire fiscal year)
501.8	Prepare Annual Listing of Federal Projects	X		Prepare and post the Annual Listing of Federal Projects that obligated funds during the prior Federal fiscal year	2%	July 2025 to June 2026 4 th Quarter 2025
501.9	Prepare and adopt 2026 RTIP	X		Prepare, adopt and submit the 2026 RTIP to CTC.	14%	July 2025 to December 2025
				Total	100%	

FTE: .47

501 Transportation Program Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	20,236	Direct Wages/Benefits plus Indirect:	176,425
MCTA			
FHWA-PL	156,189		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	176,425		
Total:	176,425	Total:	176,425

Work Element 502 Project Coordination and Financial Programming

Objective

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

Discussion

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

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

Previous Work

1. Planning, Programming, and Monitoring of STIP projects.

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
502.1	Federal/State Project Programming and Delivery Requirements	X		Review and maintain Federal/State programming and delivery requirements	20%	July 2025 to June 2026 (Ongoing)
502.2	Work with Local Agencies on Federal/State Project Programming and Delivery Requirements	X		Provide staff time dedicated to keeping current with all State/Federal regulations affecting project delivery and working with local agencies to ensure that project planning and programming work activities are responsive to these requirements, are timely, and are processed correctly. MCTC staff will ensure that required work activities and products satisfy current State/Federal requirements and are consistent with the Regional Transportation Plan	30%	July 2025 to June 2026 (Through entire fiscal year)
502.3	Prioritize Projects in FTIP and RTP	X		Prioritize projects for inclusion in FTIP and RTP based upon accepted performance measures and financial analysis	45%	July 2025 to June 2026 (Ongoing)
502.4	Evaluate State Funding Programs for Applicability and Implementation	X		Evaluate Strategic Growth Council's Affordable Housing and Sustainable Communities Program and other State funding programs for applicability and implementation in Madera County	5%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .13

502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>38,233</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	<u>38,233</u>		
Other			
Subtotal	<u>38,233</u>		
Total:	<u>38,233</u>	Total:	<u>38,233</u>

Work Element 601 Travel Demand Model Management

Objective

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

Discussion

The Madera County travel demand model was initially developed in 1993-94 with major updates in 2001, 2012, 2015, and 2019. It was last updated as part of the San Joaquin Valley Model Improvement Program (MIP) utilizing the Cube Base/Voyager software system. The model was updated to a new base year of 2018.

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

The MCTC MIP model with 2010 base year and 2040 analysis year was used for the 2014 RTP/SCS process as the basis for scenario evaluation through performance measures. The Madera CTC MIP Model was approved with the 2014 RTP/SCS in July 2014. An update to the MCTC MIP model took place in 2015 and was utilized for amending the 2014 RTP/SCS and developing and amending the 2018 RTP/SCS.

The current MCTC Model was updated by Elite Transportation Group. 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 was 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 street and roads planning.

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

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 on-call technical planning/modeling consultant support to address technical planning and modeling issues as they may arise. Staff regularly assist with project specific modeling assistance including select zone and link analysis.

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

MCTC will consider new available data to incorporate into modelling tools for development of the 2026 RTP/SCS. MCTC is currently working with neighboring MPO partners on the Central California Travel Survey. The results of this survey will yield vital information and data able to be incorporated into transportation modelling tools. MCTC staff will work with modeling professionals to effectively incorporate new data from the Central California Travel Survey into the travel demand model during the 2023/24 fiscal year.

MCTC will also conduct a socioeconomic and demographic projection analysis for Madera County. This analysis will provide future projections of household and person data able to help better predict future conditions in the 2026 RTP analysis years.

Staff will coordinate applying updates and testing modeling functionality with their inclusion. Steps to recalibrate and validate the model will commence as necessary once new data has been applied. When all updates have been applied and calibration and validation activities are completed, the model documentation will be updated to reflect all changes.

Previous Work

1. Developed and updated latest planning assumptions for traffic analysis zones, land use assumptions and model network for 2022 RTP/SCS and EIR projects and Federal air quality conformity determinations for various criteria pollutants
2. Provided data for various transportation planning studies.
3. 2019 Madera Travel Demand Model Update
4. SB 743 VMT Postprocessing Tool
5. 2022 RTP/SCS Scenario Modeling
6. 2023 FTIP and 2022 RTP/SCS and EIR Conformity Modeling

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE/REQUENCY COMPLETION
601.01	Additional Model Runs for Significant Amendments of the RTP and FTIP	X		When needed, Run model for significant amendments of the RTP and FTIP	5%	July 2025 to June 2026
601.02	Additional Local Agency and Partner Modeling and Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	5%	July 2025 to June 2026
601.03	Incorporate new available transportation, housing, and demographic data into modelling tools	X	X	Integrate data from the Central California Travel Survey, incorporate data from socioeconomic and demographic projection analysis, Additional appropriate data sources as they are developed, Update model documentation as necessary	15%	July 2025 to June 2026
601.04	Perform modeling in support of 2026 RTP/SCS development	X	X	Set up and run modeling scenarios for multiple years in support of the transportation projects and investments developed for the 2026 RTP/SCS	75%	July 2025 to June 2026
				Total	100%	

FTE: .19

601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	2,695	On-call Consultant(s)	20,000
MCTA		Traffic Model Support	3,500
FHWA-PL FY 24-25	20,805		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	23,500	Subtotal	23,500

MCTC Staff:		MCTC Staff:	
LTF	<u>8,537</u>	Direct Wages/Benefits plus Indirect:	<u>74,428</u>
MCTA			
FHWA-PL FY 25-26	<u>65,891</u>		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>74,428</u>		
Total:	<u>97,928</u>	Total:	<u>97,928</u>

Work Element 602 Air Quality Modeling

Objective

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

Discussion

Ongoing air quality planning incorporates all activities necessary to ensure compliance with Federal and State air quality standards. The United States Environmental Protection Agency (EPA) has designated the entire San Joaquin Valley Air Basin as an “Extreme” 8-Hour Ozone, PM 2.5 non-attainment area, and a PM 10 attainment/maintenance area. MCTC participates with the eight San Joaquin Valley Transportation Planning Agencies, the San Joaquin Valley Air Pollution Control District (Air District), and State and Federal agencies to proactively address air quality issues. Focus is maintained on support of improved technical analyses of transportation related issues, development of effective transportation control measures, and addressing the overall air quality problem through staying informed and engaged in a broad range of efforts to identify solutions. The San Joaquin Valley Interagency Consultation Group (IAC) serves as the conduit for interagency consultation required for air quality conformity determinations and for coordinating member agency commitments to implement TCMs consistent with the approved attainment demonstration plans.

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

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

and MCTC staff is made available to assist with air quality requirements.

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

The EMFAC model developed by CARB plays an important role in analyzing impacts to air quality caused by travel behavior in the Madera Region. The model creates an inventory of various vehicle types operating throughout the State by specific region. This inventory includes low-emission and zero-emission vehicles (ZEV). The EMFAC model projects the expected market integration ZEV in the Madera Region for MCTC State and Federal air quality analysis. MCTC has demonstrated its transportation planning related air quality impacts conform to the Ozone, PM 2.5, and PM 10 standards. The MCTC Policy board acknowledged these findings and directed MCTC staff to forward the results of the analysis to appropriate State and Federal authorities who concurred with the findings. MCTC staff have worked with consultants to transition emissions analysis to newer version of the EMFAC model whereas EMFAC14 was used for the most recent analysis activities related to the development of the 2022 RTP/SCS and 2023 FTIP. Going forward, EMFAC21 will be used for emissions modeling activities.

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

MCTC staff have established the latest planning assumptions that were utilized for the 2022 RTP/SCS and EIR and the 2023 FTIP modeling activities. Staff utilized data output from various analysis years to prepare air quality emissions analysis for SB 375 and to demonstrate Federal air quality conformity. Modeling data output from various projection years and scenarios were converted into EMFAC14 model inputs. The EMFAC14 model was run to create detailed emission data upon which to develop emissions analysis for SB 375 and Federal air quality conformity requirements. Future emissions modeling activities in support of SB 375 and Federal air quality conformity will utilize EMFAC21.

Staff finalized the conformity determination for the 2025 FTIP in the first quarter of FY 24-25. The Federal transportation conformity regulations specify criteria and procedures for

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

A regional emissions analysis will be prepared for the years 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses are conducted using the latest planning assumptions and emissions models. As required for the regional emissions analysis, MCTC staff will present results for conformity tests, satisfying the requirement of transportation conformity regulation. The U.S. EPA has designated Madera County as non-attainment and/or attainment/maintenance for the national ambient air quality standards tested in the conformity determination. These tests include:

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

Previous Work

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

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
602.01	Multi-Agency Coordination for Air Quality Planning Activities	X		When needed, Run model for significant amendments of the RTP and FTIP	10%	July 2025 to June 2026
602.02	Assist Local Agencies and State and Federal Partners with Air Quality Analysis Technical Support	X		Assist local agencies with modeling assistance where needed. Provide model data as requested to State and Federal partners	40%	July 2025 to June 2026
602.03	Prepare Air Quality Conformity Determination for new SIP standards or Significant Amendments to the RTP and FTIP	X		Integrate data from the Central California Travel Survey, incorporate data from socioeconomic and demographic projection analysis, Additional appropriate data sources as they are developed, Update model documentation as necessary	50%	July 2025 to June 2026
				Total	100%	

FTE: .22

602 Air Quality Modeling

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Air Quality Consultant	9,000
MCTA			
FHWA-PL FY 24-25	7,968		
FTA-Section 5303			
STIP – PPM (Match)	1,032		
Other			
Subtotal	9,000	Subtotal	9,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	84,745
MCTA			
FHWA-PL FY 25-26	75,025		
FTA-Section 5303			
STIP – PPM (Match)	9,720		
Other			
Subtotal	84,745		
Total:	93,745	Total:	93,745

Work Element 603 GIS and Mapping Resources

Objective

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

Discussion

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

This work element provides for the continuing maintenance and development of these databases. GIS training and continued development of a GIS program are ongoing tasks. The focus will be on refining information related to defining road infrastructure needs as well as incorporating demographic data as available from the 2020 Federal census.

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 in 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 regionally significant roadway network in GIS 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. This geospatial data 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.

In 2023 MCTC staff began to investigate ways to improve the agency's GIS databases and user experience by updating and refining its GIS capabilities. This included an overall assessment of current spatial data management capabilities, updating existing mapping tools, standardizing mapping development, implementation of new mapping datasets, hosting a variety of web applications and maps for public consumption and staff training. Increasing and expanding the abilities of an enhanced GIS platform and maintenance of GIS databases and related data layers have wide applications for use by local agencies, tribal governments, and the State for describing the existing and future conditions of transportation facilities within Madera County. This information will also assist with disseminating information across industries and sectors as a tool to help inform decision makers and members of the public.

Previous Work

1. Developed demographic projections by geographic Traffic Analysis Zones (TAZ) for 2042 in support of the 2018 RTP/FTIP.
2. Developed basic inventory of regionally significant roads.
3. Established database structure for roads inventory.
4. Provided GIS training for employees.
5. Developed GIS database for Madera County housing units by TAZ based upon the 2010 Census demographics at the block level.
6. Downloaded layer and database of disadvantaged communities for use in funding applications.
7. Updated MCTC's online GIS map viewing portal.
8. MCTC staff coordinated with local agencies to acquire bicycle and pedestrian counts within disadvantaged communities to be used in the database for use in funding applications.
9. Developed GIS layers of transit routes and stops.
10. Developed VMT Screening online webmap.
11. Developed traffic monitoring GIS database.
12. Developed FTIP webmap.

Product

1. Increase and expand the abilities of an enhanced GIS platform and maintenance of GIS databases and related map layers for use by local agencies, tribal governments, and the State for describing existing conditions on transportation facilities within Madera County.
2. Maintenance of demographic database for Madera County with projections by TAZ as needed to support air quality analysis requirements for amendments to the 2026 RTP and 2025 and 2027 FTIP.
3. Continuous coordination with local agencies, neighboring counties, and Caltrans.
4. Continuous GIS training for MCTC staff.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
603.1	Coordinate and consult with local GIS users	x		Attend monthly GIS user group meetings	5%	July 2025, to June 2026 (Monthly)
603.2	Stay up to date with current GIS technology, advancements, and best practices	x		Attend GIS training and workshops	5%	July 2025 to June 2026 (Quarterly)
603.3	Provide GIS support to regional efforts and major agency planning documents (RTIP, FTIP, RTP)	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	55%	July 2025 to June 2026 (Ongoing)
603.4	Update and maintain Project information in GIS	x		GIS layers, maps (including web maps)	5%	July 2025 to June 2026 (As Needed)
603.5	Provide GIS support to agency alternative mode planning (bicycle, pedestrian, and transit)	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	15%	July 2025 to June 2026 (Ongoing)
603.6	Maintain current zoning and land use information in GIS	x		GIS layers, maps (including web maps)	5%	July 2025 to June 2026 (As Needed)
603.7	Provide GIS support to agency efforts to identify disadvantaged communities and secure grant funding	x		GIS layers, geoprocessing, maps (including web maps), geospatial analysis	10%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .37

603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		GIS Support	8,500
MCTA			
FHWA-PL FY 24-25	7,525		
FTA-Section 5303			
STIP – PPM	975		
Other			
Subtotal	8,500	Subtotal	8,500
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>130,102</u>
MCTA			
FHWA-PL FY 25-26	<u>115,179</u>		
FTA-Section 5303			
STIP – PPM (Match)	<u>14,923</u>		
Other			
Subtotal	<u>130,102</u>		
Total:	<u>138,602</u>	Total:	<u>138,602</u>

Work Element 604 Performance Management and Data Development

Objective

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

Discussion

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

PM 1: HSIP and Safety Performance

PM 2: Pavement and Bridge Condition Performance

PM 3: System Performance/Freight/CMAQ Performance

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

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

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

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

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

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

- Performance of the NHS:
 1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure).
 2. Percent of person-miles traveled on the non-interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).
 3. Percent change in tailpipe CO₂ emissions on the NHS compared to the reference year 2022 level (referred to as the Greenhouse Gas (GHG) measure). This measure was reinstated on December 7, 2023.
- Freight Movement on the Interstate System:
 4. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).
- CMAQ Program Traffic Congestion:
 5. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure).
 6. Percent of Non-Single Occupancy Vehicle (SOV) Travel.
- CMAQ On-Road Mobile Source Emissions:
 7. Total Emissions Reduction.

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

The USDOT encourages State DOTs and MPOs to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

The performance-based planning activities require regular coordination with Federal, State, and local agency officials; outreach to local stakeholders; identification of

available data sources, data collection; identification of reasonable and achievable targets, development of a monitoring plan and reporting process; and integration of the performance-based approach into planning and programming processes and plans.

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

Previous Work

1. Retained Consultant to develop baseline safety data and targets for safety performance measures.
2. Established performance targets for PM 1, 2, and 3 and report processes with local agencies.
3. Signed target reporting agreements with Caltrans for PM1, and mid-performance updates for PM2.
4. Signed agreements with local jurisdictions to reflect inclusion of performance target coordination, setting, and report processes.
5. Safety Performance Targets incorporated into the 2018 Regional Transportation Plan.
6. Coordinated with Caltrans for PM2 Second Performance Period 2022-2026.
7. Established PM2 targets for the region.

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
604.1	Coordination and Monitoring Activities	X		Technical Advisory Meeting Participation and other State and Federal training. Monitoring State and Federal guidance related to performance measures	75%	July 2025 to June 2026
604.2	Target Setting	X		Annually establish PM1 performance targets Bi-annually revise PM 2 targets, if necessary	20%	July 2025 to June 2026, as required

604.3	Public Safety Awareness Through Social Media	X		Post safety related information in social media to keep the public appraised of traffic and weather situations that might impact travel safety conditions. Share safety information from Caltrans, FHWA, via MCTC social media.	5%	July 2025 to June 2026, as required
				Total	100%	

FTE: .14

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF	<u>5,602</u>	Direct Wages/Benefits plus Indirect:	<u>48,839</u>
MCTA			
FHWA-PL FY 25-26	<u>43,237</u>		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>48,839</u>		
Total:	<u>48,839</u>	Total:	<u>48,839</u>

Work Element 605 Regional Traffic Monitoring Program

Objective

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

Discussion

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

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

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

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

MCTC staff participate in StreetLight Data software training as needed.

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

Highway Performance Monitoring System (HPMS)

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

Previous Work

1. Published Madera County Traffic Monitoring – 2024 Annual Report.
2. Developed a quadrennial Regional Traffic Count program to enhance the calibration of the MCTC Travel Demand Model.
3. Speed studies, accident diagrams, and traffic warrants as required.

Product

1. Madera County Traffic Monitoring – 2025 Annual Report.
2. Data assistance for partner projects and stakeholders
3. HPMS data submission to Caltrans.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
605.1	Utilize StreetLight software to collect traffic volume data	x		Traffic Monitoring Annual Report	65%	July 2025 to June 2026 (Annually)
605.2	Provide traffic monitoring support to local agencies, including tribal governments	x		Technical support, meetings, email correspondence	15%	July 2025 to June 2026 (Ongoing)
605.3	Collect data from local agency and Caltrans traffic county programs	x		Traffic volume data	10%	July 2025 to June 2026 (Annually)
605.4	Coordinate the submission of HPMS data to Caltrans from local agencies as required	x		HPMS data, technical support, meetings, email correspondence	5%	July 2025 to June 2026 (Annually)
605.5	Participate in software training sessions for StreetLight	x		Training, training notes	5%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: .04

605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Traffic Count Software License	15,000
MCTA			
FHWA-PL FY 24-25	13,280		
FTA-Section 5303			
STIP – PPM (Match)	1,720		
Other			
Subtotal	15,000	Subtotal	15,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>14,135</u>
MCTA			
FHWA-PL FY 25-26	<u>12,514</u>		
FTA-Section 5303			
STIP – PPM (Match)	<u>1,621</u>		
Other			
Subtotal	<u>14,135</u>		
Total:	<u>29,135</u>	Total:	<u>29,135</u>

Work Element 701 Public Participation Program

Objective

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

Discussion

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

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

Public hearings, workshops, and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, on the MCTC website, and outreach for special events utilizing social media, fliers, mailings, postings, libraries, social centers, and newsletters. Most public hearings and workshops will be advertised 30-45 days in advance. MCTC will hold public hearings, workshops, and meetings to solicit input from the public on transportation planning issues in the Madera County area, such as: Unmet Transit Needs Public Hearing; Regional Transportation Plan Workshops; Section 5310 Grant opportunities; Adoption of Federal Transportation Improvement Program; Adoption of

Regional Transportation Improvement Program; Air Quality Conformity Determinations; Transportation Control Measures; Active Transportation Plan; Short-Range Transit Plan; and other regional planning issues. Input received will be incorporated into the work products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

MCTC staff created a list of organizations representing low-income, minority, environmental justice, disadvantaged communities, as well as Native American, older adults, and persons with disabilities. This helps to better focus on these traditionally underserved populations, including the older adults, persons with disabilities, low-income, African American, Hispanic, Asian American, Alaskan Native, and Pacific Islander communities.

MCTC staff updated the Public Participation Plan (PPP) in 2023 per Federal requirements. The Plan documents MCTC's procedure to allow for public input in the development of MCTC's plans and programs. The current PPP is on display at the MCTC office and website.

Title VI and Environmental Justice: Pursuant to 23 CFR 450.316(b)(1), the Federal Highways Administration expects Metropolitan Planning Organizations to have a proactive public involvement process that seeks out and considers the needs of those traditionally underserved groups (i.e. older adults, disabled, low income and minority, African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014 and updated in February 2024.

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

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

Executive Order 13166 states that people who speak limited English should have

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

MCTC updated its Public Participation Plan (PPP) in preparation for the development of the 2022 RTP consistent with Federal transportation legislation requirements as well as new State requirements related to SB 375. The PPP delineates the mission of the MPO and establishes public involvement requirements and procedures for the development of the various stakeholder groups, regulatory agencies, and input from the general public. MCTC is committed to updating the PPP periodically to ensure that a collaborative interface is fostered and maintained with the public. The PPP was last updated in 2023 to more concisely direct Federal public engagement practices.

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

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

Previous Work

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

Product

1. Document tribal government to government public participation.
2. Prepare and distribute MCTC quarterly newsletter.
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts with environmental justice communities as part of the 2025-2026 Unmet Transit Needs.
5. Maintain and improve MCTC website and social media pages.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
701.1	MCTC Public Participation Plan Amendment	X		Amend as necessary the MCTC Public Participation Plan to comply with Federal and State Requirements	15%	July 2025 to June 2026 (As Needed)
701.2	Provide Spanish Language Translation	X	X		15%	July 2025 to June 2026 (As Needed)
701.3	Tribal Government Consultation	X		Coordinate, Consult, Collaborate with tribal governments	15%	July 2025 to June 2026 (As Needed)
701.4	Continued Consultation Policy	X		Continued MCTC Policy for Government-to-Government Consultation with Federal Land Management Agencies and Federally recognized Native American Tribal Governments	10%	July 2025 to June 2026 (As Needed)
701.5	Bicycle and Pedestrian Programs	X		Encourage bicycle and pedestrian safety education programs	10%	July 2025 to June 2026 (As Needed)
701.6	Website, Social Media, and agency newsletter	X		Maintain and improve website and social media to keep public informed about MCTC activities, public hearings, workshops, and meetings. Prepare and distribute quarterly newsletter	20%	July 2025 to June 2026 (As Needed)
701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools	X		Review CalEPA's EnviroScreen Version 4.0 and other relevant	10%	July 2025 to June 2026 (As

				analysis tools as they relate to identifying disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities		Needed)
701.8	Madera Community College Collaborations	X		Collaborate with the Madera Community College Center to engage student community outreach and education activities	5%	July 2025 to June 2026 (As Needed)
				Total	100%	

FTE: .14

701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	3,097	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL 24-25	23,903	SJV Website	1,000
FTA-Section 5303		Other Outreach Costs	19,000
STIP - PPM			
Other			
Subtotal	27,000	Subtotal	27,000
MCTC Staff:		MCTC Staff:	
LTF	<u>5,211</u>	Direct Wages/Benefits plus Indirect:	<u>45,435</u>
MCTA			
FHWA-PL 25-26	<u>40,224</u>		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	<u>45,435</u>		
Total:	<u>72,435</u>	Total:	<u>72,435</u>

Work Element 801 Transportation Development Act

Objective

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

Discussion

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

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

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

MCTC staff assists local agencies (including tribal governments) and attends relevant workshops in preparation of Sections 5307, 5310, 5311, and 5339 grant applications to fund purchases of new transit vehicles or provide operating funds pursuant to the guidelines.

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

disbursement of funds to local agencies, and project tracking, including annual reporting.

Previous Work

1. Records of LTF/STA apportionment, allocations, and claims.
2. LTF/STA fiscal and performance audits.
3. Social Services Transportation Advisory Council meetings.
4. Unmet Transit Needs Hearings.
5. 2023 Triennial Performance Audit.
6. Prop 1B: PTMISEA administration and closeout reports.
7. LCTOP administration.
8. SB 1 State of Good Repair administration.

Product

1. LTF/STA finding of apportionment, allocations, and claims.
2. LTF/STA fiscal audits.
3. Project Lists and Reporting for related funding programs.
4. Social Services Transportation Advisory Council meetings as required.
5. Unmet Transit Needs Hearing and staff report.
6. Documentation of FY 2026-27 Unmet Needs Process.
7. LCTOP allocation, application processing, tracking, and reporting.
8. SGR suballocation, project list processing, tracking, and reporting.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
801.1	Apportionment and Allocation	X		Prepare finding of apportionment for LTF/STA and make allocations	5%	May 2026
801.2	Claims	X		Review and process LTF/STA claims Review for conformance with applicable TDA law, the RTP and SRTDP	10%	July 2025 to June 2026 Ongoing
801.3	LTF/FTA Financial Reports	X		Prepare LTF/STA financial reports	20%	December 2025
801.4	SSTAC Meetings	X		Conduct meetings of the SSTAC	10%	July 2025 to June 2026 Quarterly

801.5	Unmet Transit Needs Hearing	X		Conduct Unmet Transit Needs Hearing	5%	April 2026 Annually
801.6	Unmet Transit Needs Staff Report	X		Prepare Unmet Needs Staff Report	20%	April to May 2026 Annually
801.7	Financial Records	X		Maintain appropriate financial activity records	5%	July 2025 to June 2026
801.8	Fiscal Audits	X		Fiscal audits	13%	August 2025
801.9	Development of Project Application Assistance	X		Assist local agencies in development of project applications for Section 5311, 5311 (f), Section 5310; Section 5304; Section 5307; Section 5339	2%	July 2025 to June 2026 (As Needed)
801.10	LCTOP Administration	X		Administer LCTOP Program	5%	July 2025 to June 2026 Ongoing
801.11	SGR Administration	X		Administer SGR Program	5%	July 2025 to June 2026 Ongoing
				Total	100%	

FTE: .41

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	30,000	Audits	18,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	9,000
STIP - PPM			
Other			
Subtotal	30,000	Subtotal	30,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	90,780	Direct Wages/Benefits plus Indirect:	90,780
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	90,780		
Total:	120,780	Total:	120,780

Work Element 802 Senate Bill 125 Transit Program

Objective

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

Discussion

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

MCTC has collaborated with local transit agencies to submit an initial allocation package to CalSTA before the program deadline of December 31, 2023. As needed, MCTC will submit updated allocation packages to CalSTA for approval and will comply with program reporting requirements. As a condition of ongoing disbursement of requested SB 125 funds, MCTC must submit to CalSTA an annual report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining. Recordkeeping and reporting requirements will apply throughout the life of the projects. MCTC is also required to submit and receive approval of a one-time, long-term financial plan by June 30, 2026, that addresses the approach to sustain the region's transit operations absent additional discretionary or nonformula State funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. MCTC must also post online a summary of monthly ridership data, consistent with the data submitted to the Federal Transit Administration's National Transit Database, from all its transit operators and should cover the time period starting on July 1, 2022, through June 30, 2028.

Previous Work

1. Board approval for program projects.
2. Developed agreements between local transit agencies and MCTC.
3. Created SB 125 Program webpage on MCTC's website with posted transit

- operator data.
- Submitted program progress report to CalSTA.

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
802.1	Submit updated allocation packages to CalSTA	x		Allocation package documents, email correspondence, technical assistance meetings with CalSTA, meetings with local transit agencies	1%	July 2025 to June 2026 (As Needed)
802.2	Develop long-term financial plan to describe the region's transit operational sustainability	x	x	Long-term financial plan document	97%	Target completion date: June 30, 2026
802.3	Program administration, recordkeeping, and reporting	x		Reporting documents, annual report, dedicated bank account, financial records, technical assistance meetings with CalSTA, meetings with local transit agencies, email correspondence	2%	July 2025 to June 2026 (Ongoing)
				Total	100%	

FTE: 0.04

802 SB 125 Transit Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant (Transit Planning)	<u>140,000</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	<u>140,000</u>		
Subtotal	<u>140,000</u>	Subtotal	<u>140,000</u>
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>16,134</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – SB 125	<u>16,134</u>		
Subtotal	<u>16,134</u>		
Total:	<u>156,134</u>	Total:	<u>156,134</u>

Work Element 901 Lobbying

Objective

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

Discussion

To allow for Board and staff representation at State and Valley wide conferences and events.

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

Staff provides legislative tracking and reporting.

Previous Work

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

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
901.1	Valley Voice Program	X		Annual advocacy trips to Sacramento and Washington D.C.	65%	Sept 2025 to March 2026
901.2	Legislative tracking	X		Legislative tracking and reporting	5%	July 2025 to June 2026
901.3	CALCOG Conference and meetings	X		State and Valley wide transportation conferences and events	10%	July 2025 to June 2026
901.4	CALCOG Annual Fees	X			20%	June 2026
				Total	100%	

FTE: .13

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant(s)	101,000
MCTA		Other Costs	12,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	113,000		
Subtotal	113,000	Subtotal	113,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	21,544
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	21,544		
Subtotal	21,544		
Total:	134,544	Total:	134,544

Work Element 902 Other Activities

Objective

To provide information to travelers about transportation services available within Madera County and to encourage the use of alternatives to single occupant commuting. Continue exploring the viability of a freeway service patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions. To incorporate CAPTI objectives, as applicable.

Discussion

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

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

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

CalVans

MCTC is a member of the California Vanpool Authority (CalVans) JPA. The expansion of

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

Freeway Service Patrol

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

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

Freeway Service Patrol Background

The first Freeway Service Patrol (FSP) program was piloted in Los Angeles and was later expanded into other regions by State legislation in 1991. FSP is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local partner agencies/transportation agency. The FSP program is a free service of privately owned tow trucks under contract that patrol designated routes on congested urban freeways. Typically, FSP operates Monday through Friday during peak commute hours, and all day in pre-designated freeway corridors it is becoming more commonplace for FSP to operate during the midday and on weekends/holidays in addition to the weekday peak period service.

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

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

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ratio of each FSP beat. First the annual savings in incident delay, fuel

consumption and air pollutant emissions due to FSP service are calculated based on the number of assists, beat geometrics and traffic volumes. The savings are then translated into benefits using monetary values for delay and fuel consumption.

Services provided by the FSP include:

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

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

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

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

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

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

- Allocation for inflation and service-hour adjustments. \$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB 1 Caltrans funding of \$25.4 million, which has been static since 2006/7.

- Allocation for the California Highway Patrol. \$3.75 million is allocated to reimburse the California Highway Patrol to both recognize static Caltrans reimbursements since the 2006/7 budget, and new workload associated with new or expanded FSP service.
- Allocation for New or Expanded Service. 9.05 million is available for allocation to support new or expanded services.

Intelligent Transportation Systems (ITS)

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

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

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

Zero Emission Planning

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

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

MCTC staff will regularly publish new ZEV related planning resources as they become available on the MCTC webpage.

MCTC staff will coordinate bi-annual meetings related to ZEV planning in Madera County. The meetings will help inform local stakeholders, elevate topics able to help the region advance ZEV infrastructure planning and installation, and provide resources to engage Madera County communities on progress towards ZEV infrastructure accommodations

and access. The meetings will involve local and State agencies, transportation providers, utilities providers and other targeted audiences who would benefit from the topics presented during the meetings.

Broadband Access

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

Previous Work

1. Rideshare promotion activities.
2. Contacts with local agencies and Madera County employers.
3. Developed logo, newsletter, and website.
4. Assisted local agencies with the renewal/adoption of Transportation Control Measures according to the Air District's voluntary bump-up to Extreme non-attainment for Ozone.
5. Evaluated and strengthened MCTC Transportation Control Measures.
6. Participated in Phase 1 deployment of the San Joaquin Valley 511 traveler information system.
7. Freeway Service Patrol Data gathering
8. San Joaquin Valley ITS Strategic Deployment Plan.
9. Madera County Zero-Emission Vehicle Readiness and Implementation Plan

Product

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

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
902.1	Rideshare Program	X		Represent rideshare program as required	5%	July 2025 to June 2026
902.2	Rideshare Promotional Materials	X		Provide rideshare promotional materials as required	5%	July 2025 to June 2026
902.3	Develop Promotional Materials	X		Develop/print promotional materials	5%	July 2025 to June 2026
902.4	TDM activities	X		Maintain and update TDM activities on MCTC website	5%	July 2025 to June 2026
902.5	Community Outreach	X		Conduct community outreach activities as needed	5%	July 2025 to June 2026
902.6	CalVans joint powers agency	X		Participate with CalVans joint powers agency	15%	July 2025 to June 2026
902.7	Coordination of Trip Reduction Programs	X		Coordinate with tribes and major employers on employer-based trip reduction programs for existing and future employment centers	5%	July 2025 to June 2026
902.8	Freeway Service Patrol	X		Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol)	5%	July 2025 to June 2026
902.9	Review Planning issues related to aviation systems planning	X		Provide feedback and/or comments on plans, studies, or policies pertinent to the regions multi-modal systems Incorporate findings into the RTP/SCS where applicable	5%	July 2025 to June 2026
902.10	Provide staff analysis of available funding resources for aviation planning projects	X		Analyze and share information for new and existing resources able to support the regions multi-modal systems	5%	July 2025 to June 2026
902.11	Participate in meetings/workshops related to ITS, aviation, and other modal elements	X		Participate in meeting and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	15%	July 2025 to June 2026

902.12	ZEV Regional Roundtable	X		Conduct two Coordinate ZEV planning collaborative meetings per year	15%	July 2025 to June 2026
902.13	ZEV Resources	X		Publish updated ZEV resources on the MCTC Website	5%	July 2025 to June 2026
902.14	Broadband Access	X		Participate in meetings and workshops to advance broadband access for the region	5%	July 2025 to June 2026
				Total	100%	

FTE: .28

902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	27,550	Board Costs and Other Expenses	27,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	27,550	Subtotal	27,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	82,049	Direct Wages/Benefits plus Indirect:	104,216
Reserves (Local)	22,167		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	104,216		
Total:	131,766	Total:	131,766

Work Element 1001 Overall Work Program

Objective

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

Discussion

The Overall Work Program is prepared by MCTC staff and reflects State and Federal funding priorities balanced against local agency needs for transportation planning services. It is used to document annual grant funding to the MCTC and includes a discussion of the organization, significant transportation issues, proposed work activities, and the annual program budget and MCTC line-item budget. The OWP was prepared in cooperation with the State and transit operators as specified in 23 CFR 450.308(c). MCTC continues to work cooperatively with State and local agencies, including transit operators. The State and local agencies participate in the MCTC Technical Advisory Committee that reviews the OWP.

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2026-27 MCTC Overall Work Program and Budget.
2. Quarterly Reports.
3. FY 24-25 Closeout Report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1001.1	OWP Development	X		Draft 25-26 OWP	35%	November 2025 to February 2026
1001.2	Project Identification	X		Draft 25-26 OWP	15%	October 2025 to February 2026
1001.3	Circulation	X		Develop and circulate Draft OWP and Budget for public and agency review	10%	February 2025 to March 2025
1001.4	Adoption	X		Complete and adopt OWP with	5%	April 2025

				compliance certifications and process agreement. Final 26-27 OWP		
1001.5	Reporting	X		Quarterly Reports	30%	Quarterly July 2025 to June 2026
1001.6	Closeout	X		Closeout Reports for FY 24-25	5%	August to September 2025
				Total	100%	

FTE: .17

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	45,398
Reserves (Local)	45,398		
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM (Match)			
Other			
Subtotal	45,398		
Total:	45,398	Total:	45,398

Work Element 1101 MCTA Administration

Objective

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

Discussion

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

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

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

Previous Work

1. Meetings of the Madera County Transportation Authority and Technical Advisory Committee.
2. Annual Fiscal Audits.
3. 2025 Strategic Plan
4. MCTA Policies and Procedures.
5. Organization and administration of Citizens' Oversight Committee.
6. Planning, Programming, and Monitoring of Measure "T" projects and develop financial analysis and cash flow analysis.

Product

1. Annual Fiscal Audits.
2. Review and process project claims.

3. Prepare financial reports.
4. MCTA Operating Budget.
5. Annual Work Program.
6. Administration of Citizens' Oversight Committee.
7. Planning, Programming and Monitoring of Measure "T" projects.
8. Financial assistance and cash flow analysis.
9. Publication of Measure T Annual Report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1101.1	Conduct MCTA and TAC meetings	X			5%	July 2025 to June 2026
1101.2	Prepare MCTA Budget	X		MCTA Operating Budget	5%	May 2026
1101.3	Maintain MCTA financial records	X			21%	July 2025 to June 2026
1101.4	Review and process project claims	X			10%	July 2025 to June 2026
1101.5	Prepare Annual Work Program	X		Annual Work Program	24%	September 2025 to June 2026
1101.6	Administration of the Citizens' Oversight Committee	X		Publication of Measure T Annual Report	10%	July 2025 to June 2026
1101.7	Conduct Fiscal Audit		X	Annual Fiscal Audits	10%	October to December 2025
1101.8	Planning, programming, and monitoring of Measure "T" projects	X			10%	July 2025 to June 2026
1101.9	Attend conferences including Focus on the Future	X			5%	November 2025
				Total	100%	

FTE: .36

1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Financial Assistance, Audits, Annual Report	52,000
MCTA	<u>73,000</u>	Conf/Travel/Other Costs	<u>21,000</u>
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	<u>73,000</u>	Subtotal	<u>73,000</u>
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	<u>90,615</u>
MCTA	<u>90,615</u>		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	<u>90,615</u>		
Total:	<u>163,615</u>	Total:	<u>163,615</u>

FY 2025-26 Overall Work Program

	Funds Available by Revenue Source																		
	MCTC	Other	Total	MCTC LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 24-25	FHWA PL Carryover 23- 24	FTA 5303 Carryover 24- 25	Total
	Carryover Prior Years			27,000		156,134	0	0	0	0	135,000		3,450,000	0	0	120,000	0	0	9,500
	Current Year Allocation			366,210	71,180	0	140,000	160,000	107,000	2,025,367	166,292	535,000		778,420	19,959	0	0	69,176	0
Carryover to Future Year							(5,456)					(355,196)							(360,652)
Total Available Funds	1,509,480	3,016,106	4,525,586	393,210	71,180	156,134	134,544	160,000	107,000	2,025,367	301,292	179,804	3,450,000	778,420	19,959	120,000	0	69,176	9,500

7/18/2025 0:36		Expenditures by Agency			Expenditures by Revenue Source																		
Work Element Description		MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	Reserve	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	REAP 2.0	SB-1 Sustainable Communities Formula	Climate Adaptation Planning	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 24-25	FHWA PL Carryover 23-24	FTA 5303	FTA 5303 Carryover 24-25	Total
101	Regional Transportation Plan	179,499	75,000	254,499	0						23,164	6,027					178,789		46,519				254,499
102.1	Regional Early Action Planning Grants of 2021 (REAP) 2.0	73,705	1,951,662	2,025,367	0						0		2,025,367				0						2,025,367
104	F Oakhurst Multimodal Corridor Study FY 22-23		0	0	0						0			0		450,000	0						0
106	F Sustainable Communities Strategy (SCS) Development FY 23-24		16,944	16,944	1,944						0			15,000			0						16,944
106.1	F Sustainable Communities Strategy (SCS) Development FY 24-25	1,047	134,500	135,547	15,547						0			120,000			0						135,547
106.2	F Sustainable Communities Strategy (SCS) Development FY 25-26	6,387	181,450	187,837	21,545						0			166,292			0						187,837
107	V-TRANSFRM Study	4,745		4,745	4,745						0					3,000,000	0						4,745
108	C Regional Climate Adaptation and Resilience Framework FY 25-26	13,100	190,000	203,100	23,296						0				179,804								203,100
201	Transit Planning	88,869		88,869	8,962	1,231					0						0				69,176	9,500	88,869
202	Rail Planning	35,344		35,344	35,344						0						0						35,344
301	Active Transportation Planning - CS	83,565		83,565	0						9,585						54,021	19,959					83,565
401	Highways, Corridors, and Routes of Regional Significance	42,190		42,190	4,839						0						37,351						42,190
501	Transportation Program Development	176,425		176,425	20,236						0						156,189						176,425
502	Project Coordination & Financial Programming	38,233		38,233	0						38,233						0						38,233
601	Travel Demand Model Management	74,428	23,500	97,928	8,537	2,695					0						65,891		20,805				97,928
602	Air Quality Modeling	84,745	9,000	93,745	0						9,720	1,032					75,025		7,968				93,745
603	GIS and Mapping Resources	130,102	8,500	138,602	0						14,923	975					115,179		7,525				138,602
604	Performance Management and Data Development	48,839		48,839	5,602						0						43,237						48,839
605	Regional Traffic Monitoring Program	14,135	15,000	29,135	0	0					1,621	1,720					12,514		13,280				29,135
701	Public Participation Program	45,435	27,000	72,435	5,211	3,097					0						40,224		23,903				72,435
801	Transportation Funds Admininstration	90,780	30,000	120,780	120,780						0						0						120,780
802	SB 125 Transit Program	16,134	140,000	156,134	0		156,134				0						0						156,134
901	Lobbying	21,544	113,000	134,544	0			134,544			0						0						134,544
902	Other Activities	104,216	27,550	131,766	109,599		22,167				0						0						131,766
1001	Overall Work Program	45,398		45,398	0		45,398				0						0						45,398
1101	MCTA Administration	90,615	73,000	163,615	0		3,615			160,000	0						0						163,615
Total Expenditures		1,509,480	3,016,106	4,525,586	386,187	7,023	71,180	156,134	134,544	160,000	97,246	9,754	2,025,367	301,292	179,804	3,450,000	778,420	19,959	120,000	0	69,176	9,500	4,525,586
					393,210						107,000						918,379				78,676		

Appendix B: Line-Item Budget

Madera County Transportation Commission 2025-26 Amended Budget 18-Jul-25

Revenues	25-26 Budget	Amend #1	Amended Budget
FHWA PL	\$778,420		\$778,420
Complete Street PL	\$19,959		\$19,959
FHWA PL Carryover FY 24-25	\$120,000		\$120,000
FHWA PL Carryover FY 23-24	\$0		\$0
FTA 5303	\$69,176		\$69,176
FTA 5303 Carryover FY 24-25	\$9,500		\$9,500
FTA 5303 Carryover FY 23-24	\$0		\$0
STIP Carryover	\$0		\$0
STIP Planning	\$107,000		\$107,000
SB-1 Sustainable Transportation C 25-26	\$0	\$179,804	\$179,804
SB-1 Sustainable Transportation F 25-26	\$166,292		\$166,292
SB-1 Sustainable Transportation F 24-25	\$120,000		\$120,000
SB-1 Sustainable Transportation F 23-24	\$15,000		\$15,000
SB-1 Sustainable Transportation F 22-23	\$0		\$0
REAP Housing 1.0	\$0		\$0
REAP 2.0	\$2,025,367		\$2,025,367
TDA Carryover	\$0	\$27,000	\$27,000
TDA Administration	\$155,000		\$155,000
TDA Planning	\$211,210		\$211,210
SB 125 Transit Funding Program	\$170,105	(\$13,971)	\$156,134
Member Assessment Fees	\$125,100	\$9,444	\$134,544
MCTA Carryover	\$0		\$0
MCTA	\$160,000		\$160,000
Reserve	\$75,825	(\$4,645)	\$71,180
Total Revenues	\$4,327,954	\$197,632	\$4,525,586
Non-cash information			
Toll Credits (PL)	\$0		\$0
Toll Credits (5303)	\$0		\$0
Expenses	25-26 Budget		Amended Budget
Salaries & Benefits			
Salaries	\$882,859	\$2,139	\$884,998
Retirement, 401(a)	\$126,764	\$321	\$127,085
FICA, Employer	\$53,531		\$53,531
Medicare	\$12,802	\$32	\$12,834
Worker's Compensation	\$3,620	\$10	\$3,630
Health	\$137,376	\$130	\$137,506
Unemployment Insurance	\$896		\$896
Subtotal Salaries & Benefits	\$1,217,848	\$2,632	\$1,220,480
	<i>Direct</i>		\$690,597
	<i>Indirect</i>		\$529,883
Indirect Costs			
Admin Consulting Services	\$10,000		\$10,000
Advertising/Publications	\$2,000		\$2,000
Auto & Cell Allowance	\$4,200		\$4,200
Computer Software	\$9,000		\$9,000
Conference/Training/Education	\$8,000	(\$1,000)	\$7,000
Equipment Leases	\$9,000		\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000		\$4,000
Insurance	\$1,000		\$1,000
Janitorial Services	\$2,700		\$2,700
Legal Services	\$20,000		\$20,000
MCTC Audit	\$27,000		\$27,000
Membership Fees	\$2,000		\$2,000
Miscellaneous	\$6,000		\$6,000
Office Furniture	\$1,300		\$1,300
Office Supplies	\$6,000		\$6,000
Postage	\$1,000		\$1,000
Rent	\$70,000		\$70,000
Technology Related Equipment & Repairs	\$40,000		\$40,000
Telephone/Internet/Website	\$20,000	\$6,000	\$26,000
Travel Expenses	\$10,000		\$10,000
Utilities	\$11,000		\$11,000
Valley Coordination	\$6,800		\$6,800
Website Update	\$0	\$13,000	\$13,000
Subtotal Indirect Costs	\$271,000	\$18,000	\$289,000
Other Direct Costs			
Air Quality (Consultant)	\$9,000		\$9,000
Board Costs and Other Costs	\$39,550		\$39,550
Consultant (SB-1 Planning Grant)	\$332,894	\$190,000	\$522,894
Consultant (On-call Public Outreach)	\$10,000		\$10,000
Consultant (Regional Housing Program)	\$0		\$0
Consultant (Measure Renewal)	\$0		\$0
Consultant (Lobbying&Intergovernmental)	\$92,000	\$9,000	\$101,000
Consultant (Transit)	\$160,000	(\$20,000)	\$140,000
MCTA Tax Recovery Services	\$10,000		\$10,000
MCTA Conference(s)/Travel	\$8,000	(\$2,000)	\$6,000
MCTA Fin Asst/Audits/Annual Report	\$42,000		\$42,000
MCTA Project Development	\$6,000		\$6,000
MCTC TDA Audits	\$18,000		\$18,000
MCTC TDA Other Admin Costs	\$5,000		\$5,000
Other MCTA Costs	\$9,000		\$9,000
Public Participation Program	\$20,000		\$20,000
REAP 2.0 Agency Pass-through	\$1,951,662		\$1,951,662
RTP EIR	\$75,000		\$75,000
RTP/SCS Development	\$0		\$0
Technical/Modeling On-Call Services	\$20,000		\$20,000
Traffic Model & GIS Support	\$12,000		\$12,000
Traffic Monitoring Program	\$15,000		\$15,000
Translation Services	\$4,000		\$4,000
0	\$0		\$0
Subtotal Other Direct Costs	\$2,839,106	\$177,000	\$3,016,106
Total Expenses	\$4,327,954	\$197,632	\$4,525,586
	\$0	\$0	\$0