



MCTC

Madera County Transportation Commission



FY 2024-2025

Overall Work Program Amendment 3

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OVERALL WORK PROGRAM Fiscal Year 2024-2025

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Introduction

Overview

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

Description

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

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

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

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

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significant commuter component going to Fresno, Madera and other valley employment and service centers.

Organizational Chart

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

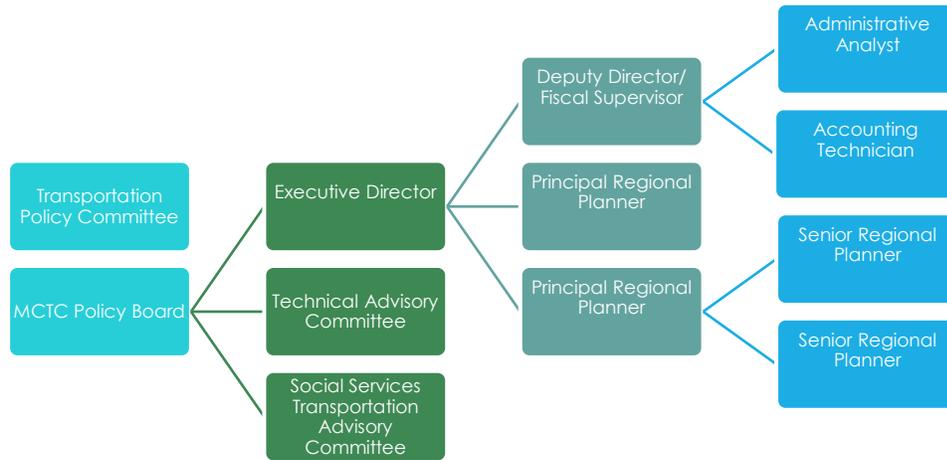
The MCTC Board of Directors is comprised of three (3) members from the Madera County Board of Supervisors; two (2) members from the Madera City Council; and one (1) member from the Chowchilla City Council. The members shall be appointed by the member agencies. Each member agency designates at least one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

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

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

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Figure 1



MCTC Organizational Chart

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

Cooperative Agreements

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

Caltrans/Madera County Transportation Commission MOU – Comprehensive Transportation Planning

This is the Memorandum of Understanding (MOU) between MCTC and Caltrans. It recognizes MCTC's status as the Regional Transportation Planning Agency and Metropolitan Planning Organization for Madera County; identifies the major responsibilities for development and adoption of the Regional Transportation Plan and Transportation Improvement Program; establishes public participation requirements; establishes responsibility for development of the Overall Work Program and agency budget; identifies State funding available to MCTC for maintenance of the planning program; and establishes accounting and auditing procedures. This MOU was first adopted in September 1973 and was most recently updated in February 2017. The MOU is designed to reflect MCTC's planning responsibilities required pursuant to Federal transportation legislation and the Federal Clean Air Act Amendments of 1990. It also addresses State requirements related to implementation of Senate Bills 45 and 375.

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

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

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

Madera County Transportation Commission and Member Agency Working Agreements

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

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

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

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

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

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

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

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

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Oakland. Madera County is represented on the SJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

Policy Making Process

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

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

Coordination Statement

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

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

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

Native American Tribal Government Requirements For Transportation Planning And Programming

Introduction

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

Requirement to Consult

Consultation with Resource Agencies

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

Native American Tribal Government Consultation and Coordination

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

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

Federally Recognized Tribes

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

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

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

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

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

Consultation

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

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

Planning Documents

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

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

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the agency and tribe:

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

Transit studies, unmet transit needs hearing, transit needs assessment

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

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

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

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

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

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

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

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

Coordinate amongst planners and engineers in local agencies and tribes:

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

Citizen Participation

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

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

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

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

Equal Opportunity Statement/Disadvantaged Business Enterprise

The Madera County Transportation Commission is an Equal Opportunity employer. It is the policy of MCTC to select the best-qualified person for each position in the organization based on merit. MCTC prohibits unlawful discrimination against an applicant or employee based on race, creed, color, religion, sex, sexual orientation or status, marital status, gender identity (including perception of gender), national origin, ancestry, age, physical or mental disability or military/veteran status. MCTC prohibits discrimination based upon medical conditions including genetic characteristics, or any other consideration made unlawful by Federal, State, or local laws. MCTC further prohibits unlawful discrimination based upon the perception that anyone has any of the characteristics described above or is associated with a person who has or is perceived as having any of those characteristics. This policy applies to all employment practices and personnel actions. It is the policy of MCTC to seek out, hire, develop, and promote qualified members of protected groups (defined above) to reflect the citizens of the communities it serves.

The Madera County Transportation Commission has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC has received Federal financial assistance

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from the Department of Transportation, and as a condition of receiving this assistance, MCTC has signed an assurance that it will comply with 49 CFR Part 26.

Transportation Planning Process

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

Overall Work Program

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

The OWP is a primary means of communication between staff, the MCTC Board, and State and Federal funding agencies. Through the OWP, MCTC is aware of all staff activities, major projects, and significant milestones. The OWP also serves as a grant application to State and Federal agencies for State planning and research funds, and various Federal transit planning programs.

Regional Transportation Plan

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

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expectation of being funded in the twenty-year time frame are to be shown in the RTP.

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

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

Air Quality Conformity Requirements

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

Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) is the vehicle by which transportation projects are advanced for funding. The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short-range programming document and generally shows projects within the four year or quadrennial element. Additional years or "out years" project listings are included when the information is available. The 2023 FTIP was adopted on August 31, 2022, receiving Federal approval in December 2022. The preparation of the 2025 FTIP began in Winter 2023 and is scheduled for adoption in Summer 2024. Federal approval is anticipated in December 2024.

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

Due to its location within the San Joaquin Valley Air Basin, Madera County is subject to a requirement to make air quality conformity findings on the Regional Transportation Plan

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

The 2022 RTP, 2023 FTIP, and corresponding Air Quality Conformity Analysis were adopted on August 31, 2022. MCTC will continue implementing important projects that include the advancement of highway, bike, pedestrian, and transit projects as part of the 2023 FTIP, until the 2025 FTIP and corresponding Air Quality Conformity Analysis is adopted in mid-December 2024.

The FTIP is developed pursuant to State and Federal guidelines and is required to be consistent with current estimates of State and Federal funding available to governmental entities within Madera County. The FTIP is intended to be a short-range programming document and generally shows projects within the four year or quadrennial element. Additional years or “out years” project listings are included when the information is available. The 2023 FTIP was adopted in August 2022, receiving Federal approval in December 2022. The 2025 FTIP is scheduled for adoption in Summer 2024, with anticipated Federal approval in December 2024.

Other Technical Activities

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

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

MCTC relies on economic, demographic, and land use projections from its member agencies as the basis for transportation planning activities. MCTC staff works with agency staffs to assure that projections are consistent. Agency land use plans are particularly important in this regard since these provide the basis of future traffic patterns and characteristics. Madera County’s General Plan was last updated in 1995. The City of Madera adopted an updated General Plan in 2009. The City of Chowchilla adopted an updated General Plan in 2016.

As a support to its local agencies, MCTC provides travel demand forecasts for local development proposals, which in part, enable the local agency to quantify the impacts of development on the transportation infrastructure. The technical assistance provided

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by MCTC with respect to traffic forecasting enhances the ability of its member agencies to make informed decisions regarding population growth and economic development.

Analysis of Future Transportation Need and Alternative Transportation Improvements

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

Refinement of the Regional Transportation Plan through Special Studies

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

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

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

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

Comprehensive Planning Process

Planning Area

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

Madera County is characterized as rural with an estimated population of 158,148 in 2023. In 2023, the California Department of Finance (DOF) estimated that 65,540 people reside in the City of Madera (41%); 18,844 in the City of Chowchilla (12%); and 73,764 in the unincorporated area (47%). Since 2000, when Madera County's total population was 123,109 there has been an approximate 29% increase in population. Much of this growth occurred in the incorporated areas of the county. According to the 2020 Census, 106,722 persons, or 68% of the county population falls under the category of racial minority. [Figure 3](#) displays a population density map of the County. [Figure 4](#) displays *CalEnviroScreen Disadvantaged Communities in Madera County*.

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

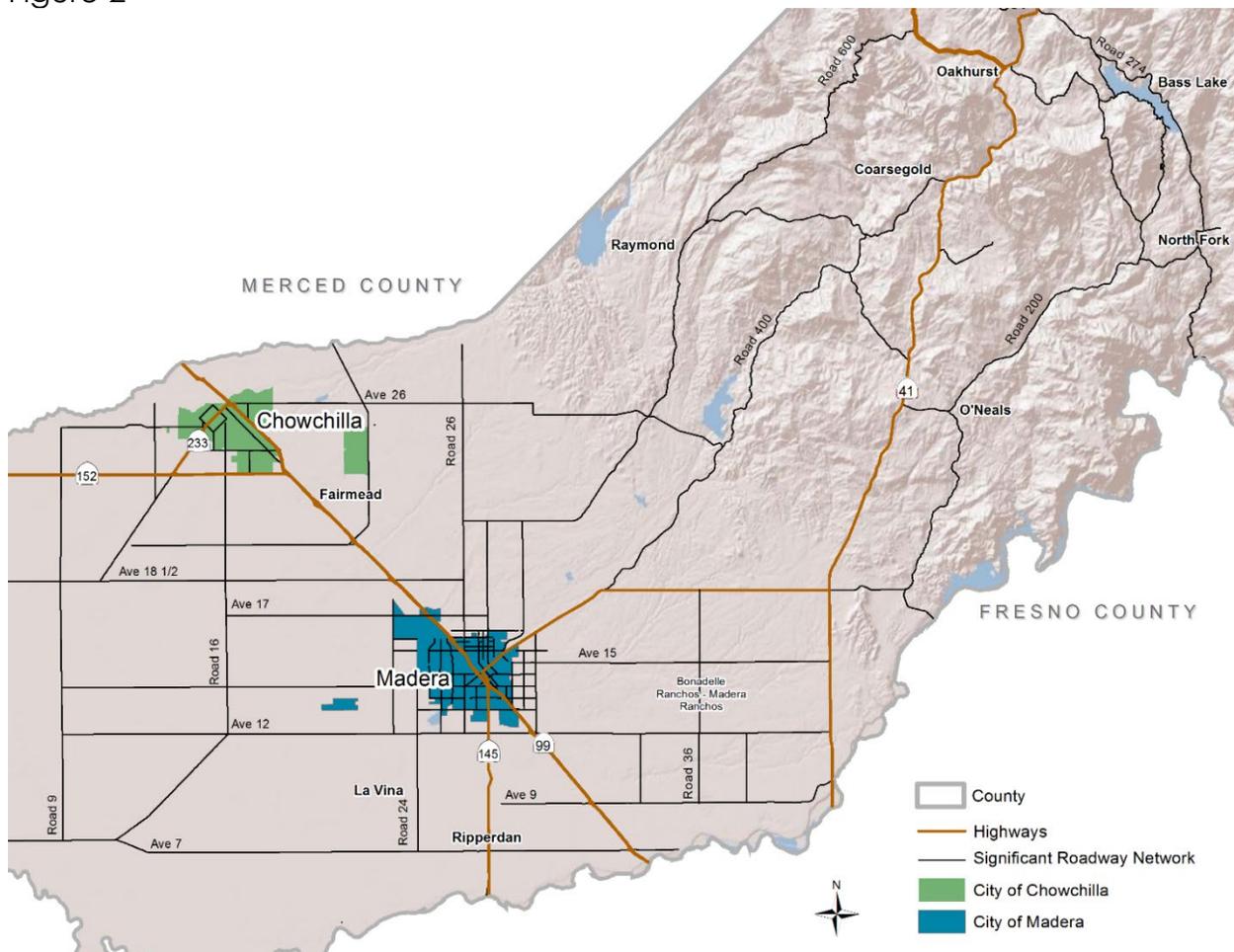
Employment is based on Agriculture, Forestry, Fishing and Hunting (9.8%), Utilities (0.5%), Construction (4.2%), Manufacturing (2.0%), Retail Trade (11.7%), Transportation and Warehousing (2.9%), Information (4.1%), Finance and Insurance (6.7%), Real Estate and Rental and Leasing (1.0%), Professional, Scientific, and Technical Services (1.5%), Educational Services (15.0%), Health Care and Social Assistance (10.6%), Arts, Entertainment, and Recreation (1.8%), Accommodation and Food Services (2.2%), Other Services (except Public Administration) (3.8%), Public Administration, Government (8.5%), and Other (13.6%). There is a relatively high regional unemployment rate at 7.2% (2023 EDD) which reflects a need for the development of more employment opportunities within the county. Over the last ten years, service industries, construction, and retail trade have shown the fastest growth rates. Madera County has more workers than jobs. A large

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amount of county residents commute to jobs outside the county, primarily to Fresno County.

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

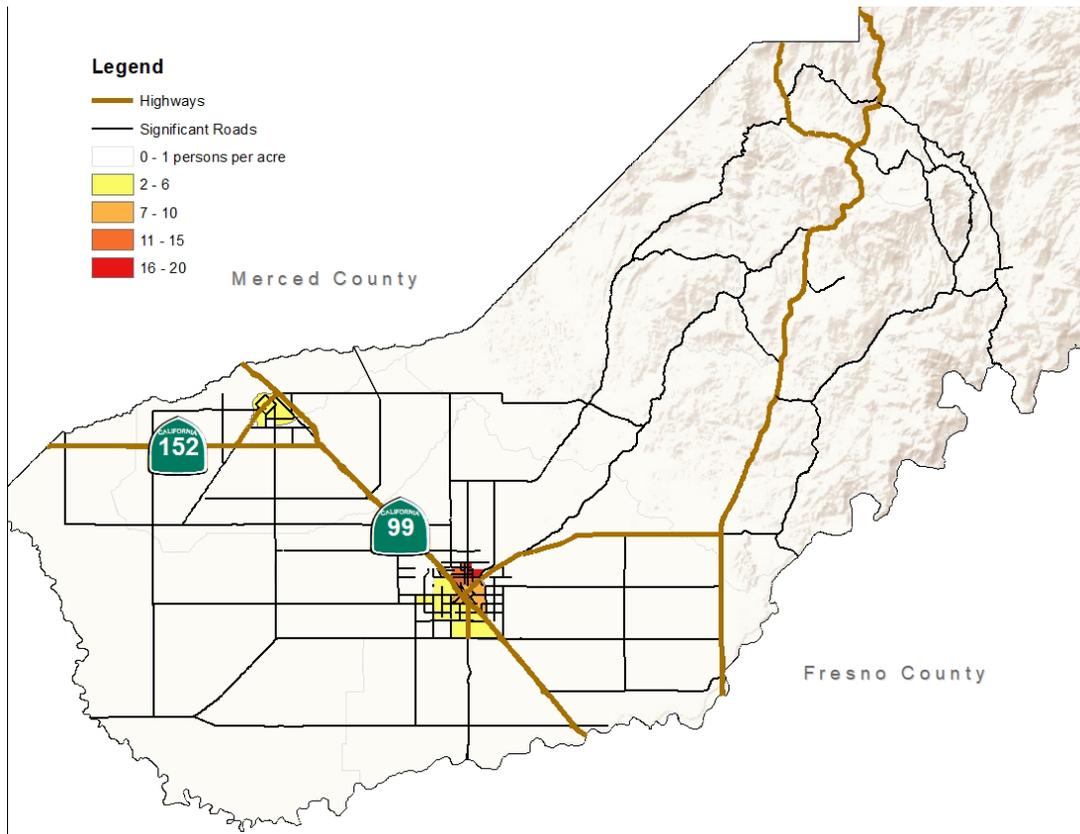
Figure 2



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

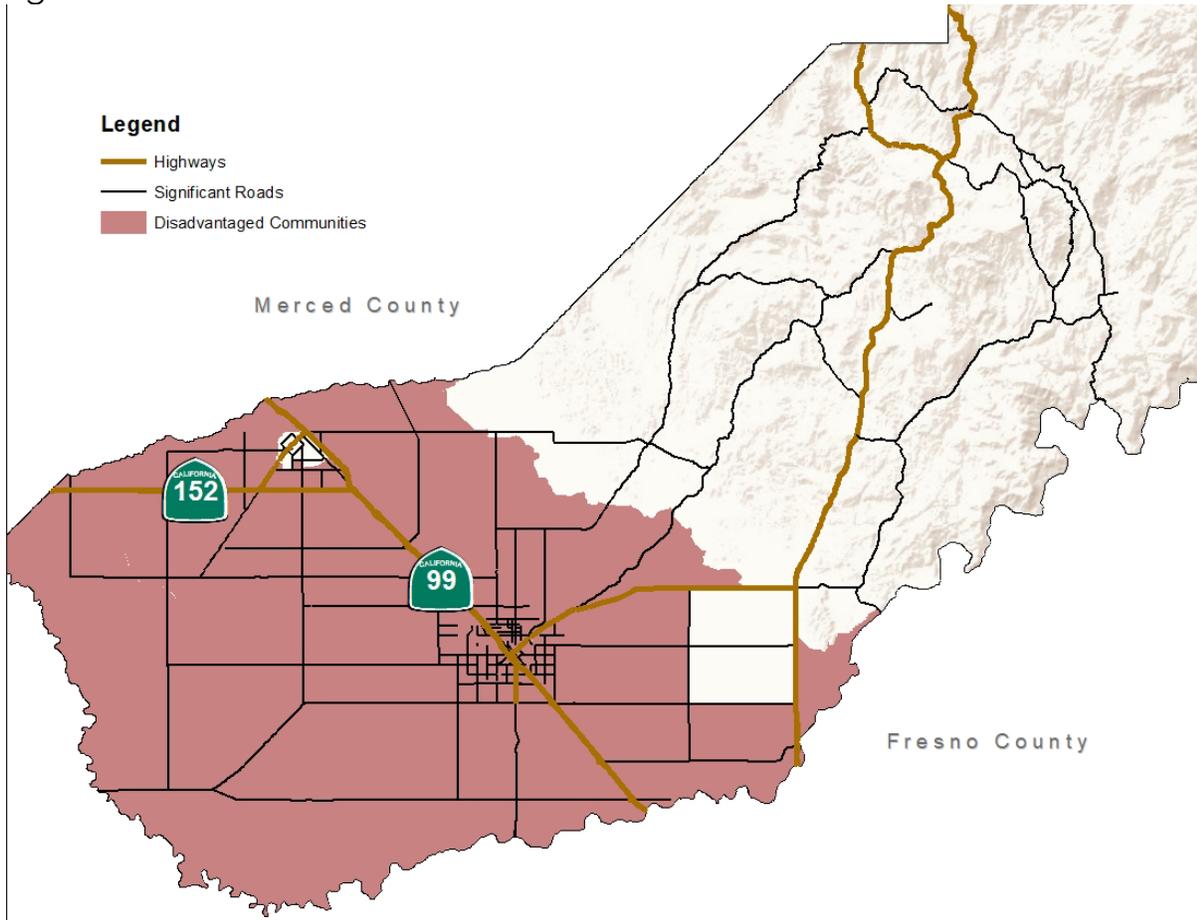
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Figure 3



Population density map of Madera County

Figure 4



CalEnviroscreen Disadvantaged Communities in Madera County

Planning Designations and Responsibilities

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

Regional Transportation Planning Agency (RTPA)

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

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Planning and Programming Responsibilities

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

Transportation Development Act Administrative Functions

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

Local Transportation Commission (LTC)

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

Metropolitan Planning Organization (MPO)

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

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

Measure "T" Planning and Administrative Responsibilities

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

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Work Program, and the processing of Measure “T” claims.

Funding The MCTC Planning Program

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

Local Funding

Local Transportation Fund

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

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

Madera County Transportation Authority

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

Caltrans' Sustainable Communities Grant Program

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

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transportation projects while improving mobility, quality of life and economic vitality in under-served communities.

The passage of Senate Bill 1 (SB 1) made available formula funds for this Grant Program. The intent of these formula funds is to help MCTC carry out the objectives of the Sustainable Communities Strategy.

State Funding

State Transportation Improvement Program – Project Planning, Programming and Monitoring

Pursuant to provisions of SB 45, the STIP reform act, 5% of County Shares are made available for project planning, programming, and monitoring activities performed by the Regional Transportation Planning Agencies relative to the development and advancement of projects for inclusion in the Regional Transportation Improvement Program (RTIP). The Madera County Planning, Programming, and Monitoring (PPM) funding for the five-year 2024 STIP period is as follows: FY 2024/25 - \$107,000; FY 2025/26 - \$107,000; FY 2026/27 - \$107,000; FY 2027/28 - \$107,000; and FY 2028/29 - \$97,000.

Federal Funding

Federal Highways Administration (FHWA-PL and Partnership Planning)

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

Federal Transit Administration

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

Other Funding

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

Status of Comprehensive Planning Process

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

Transportation Planning Issues

Funding

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

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

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

Planning Process

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

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

Public and Social Service Transportation

The Social Service Transportation Advisory Council, MCTC staff, and its member agencies

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

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

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

The MCC also operates the Madera area and Chowchilla area Dial-A-Ride for those needing a ride beginning or ending in the County areas in and around the City of Madera and the City of Chowchilla. The MCC Dial-A-Ride operates Monday through Friday from 6:00 am - 8:45 pm. The MCC Dial-A-Ride Chowchilla operates Monday through Friday from 7:00 am - 6:45 pm. The MCC Dial-A-Ride Eastin Arcola/Ripperdan/La Vina operates Wednesday and Friday from 8:45 am - 2:00 pm.

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

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

The Social Service Transportation Advisory Council, MCTC staff, and its member agencies coordinate and cooperate with social service transportation agencies to pursue

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consolidation of services where appropriate and to minimize the duplication of transportation services in Madera County.

Recognizing the need for cost-effective transportation options for commuters, particularly those employed in the agricultural sector, Madera, Fresno, Kings, Tulare, and Kern counties formed a Steering Committee to evaluate a new Valley-wide Rideshare Entity. A Caltrans Planning Grant funded the Southern San Joaquin Valley Rural Vanpool & Rideshare Assessment Study in 2006-07 which addressed the potential of creating a joint powers agreement among the MPOs of the San Joaquin Valley. The expansion of Kings County's Agricultural Industries Transportation Services (AITS) vanpool program into neighboring counties and beyond emphasized the need for a representative entity that can oversee, adjust, and make improvements to the system. The results of this evaluation led to the CalVans Joint Powers Agreement (JPA) between several local transportation planning agencies. The current JPA consists of Madera County Transportation Commission, Tulare County Association of Governments, Fresno Council of Governments, Santa Barbara County Association of Governments, Association of Monterey Bay Area Governments, Ventura County Transportation Commission, Imperial County Transportation Commission, San Joaquin Council of Governments, and Merced County Association of Governments. The CalVans JPA was established to create, fund, operate, and otherwise manage public transportation projects and programs aimed at providing qualified agricultural workers with safe affordable vehicles they could use to drive themselves and others to work. CalVans operates as a Public Transit Agency. The CalVans agency began official operations on October 1, 2011.

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTP), jointly funded through the Tribal Transit Program administered by the Federal Transit Administration and the Tribal Transportation Program administered by the Bureau of Indian Affairs. The NFRTP provides demand-responsive transit service for the elderly, persons with disabilities, and low-income individuals to medical and other essential services.

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

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

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the segment through Madera and Fresno counties with the sale of Prop 1A bonds to match Federal CHSRA grant funds beginning in 2014. MCTC is an active participant in local Technical Working Groups established by the CHSRA. A groundbreaking for the project took place in January of 2015. The relocated Madera Amtrak Station will provide Amtrak San Joaquins' service until the HSR initial operation segment between Merced and Bakersfield begins in 2031, at which time the Madera Station will seamlessly transfer to HSR service.

Bicycle and Pedestrian

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

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

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

MCTC coordinated and directed the Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) commitment process of its member agencies in 2001 and 2002. MCTC updates the RACM upon preparation of new Federal air quality conformity determinations and or subsequent amendments to the conformity determination. The commitments to fund and implement measures to reduce travel

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demand were compiled with the commitments of the other valley Transportation Planning Agencies for inclusion in the development of the State Implementation Plan (SIP). The RACM project implementation is tracked and reported to FHWA, FTA, and EPA during each successive RTP and FTIP conformity determination.

The Federal Clean Air Act Amendments of 1990 require that transportation plans, programs, and projects are subject to a finding of conformity with the applicable air quality plans for the San Joaquin Valley. Under Federal law no federally funded project or project requiring Federal approval can be advanced unless it comes from an air quality conforming Regional Transportation Plan. The most recent Madera County Federal Transportation Improvement Program (FTIP) conformity determination was approved by the Federal Highway Administration and the Federal Transit Administration in December of 2022, and amended in April 2023.

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

Highway Capacity and Corridor Needs

In consultation with its member agencies, MCTC completed an RTP Project Prioritization Study that sought to list and prioritize all transportation related projects in the Madera County region. This study was utilized for the development of the financially constrained 2022 RTP.

Travel demand along the State Route (SR) 41 corridor remains a focus of attention. At the request of MCTC, Caltrans is monitoring traffic volumes associated with the Chukchansi Resort and Casino. Traffic signals have been constructed on SR41 at Road 200, Yosemite Springs Parkway, and Road 415 intersections. MCTC worked with Caltrans on a Measure "T" Tier 1 project that added passing lanes on SR 41 between 4 miles south of Road 200 and just north of Road 208.

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

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agencies engaged in and completed an Origin/Destination study to further analyze travel behavior between the two counties and the economic impacts of this behavior.

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

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

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

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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 will be in Fiscal Year 2024-25.

Measure "T" Expenditure Plan

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

Core Planning Functions

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

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

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

Performance Management

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

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability - To improve the efficiency of the surface transportation system.

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- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

State of Good Repair

MPOs are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPOs shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Regional Transportation Plan (RTP). Analysis of State of Good Repair needs, and investments shall be part of any RTP update, and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPOs are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operator's transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

Public Transportation Safety Plan

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

Federal Planning Factors

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

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

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

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	Core Planning Functions	Performance Management	State of Good Repair
Work Element			
101 RTP & EIR	***	***	***
102 Regional Housing Planning Program	***		
102.1 REAP 2.0 Readiness	***	***	***
104 Oakhurst Multi-modal Mobility Study	***	***	***
105 Regional Growth Forecast	***	***	***
106 Sustainable Communities Strategy Development FY 23-24	***		
106.1 Sustainable Communities Strategy Development FY 24-25	***		
201 Transit	***	***	***
202 Rail	***	***	***
301 Active Transportation Planning	***	***	***
401 Highways, Corridors, Regional	***	***	***
501 Transportation Program Development	***	***	***
502 Project Coordination, Financial Programming	***	***	***
601 Travel Demand Model Management	***	***	***
602 Air Quality Modeling	***	***	***
603 GIS and Mapping Resources	***	***	***
604 Performance Management Data Development	***	***	***
605 Regional Traffic Monitoring Program	***	***	***
701 Public Participation Program	***	***	***
801 Transportation Development Act	***		
802 Senate Bill 125 Transit Program	***		
901 Lobbying			
902 Other Activities	***	***	***
1001 Overall Work Program and Budget	***	***	***
1101 Measure T Administration			

2021 Planning Emphasis Areas:

In December 2021, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) issued updated Planning Emphasis Areas (PEAs). Several of these emphasis areas focus on the Biden-Harris Administration's goals of advancing equity and environmental justice in transportation planning, which will help achieve greenhouse gas reduction goals and increase resilience to extreme weather events resulting from climate change. These efforts will better support regional and local governments as they plan for future transportation needs in their communities. There is considerable flexibility in how metropolitan planning organizations and State Departments of Transportation can incorporate the PEAs into the transportation planning process. Recognizing the variability and timing of transportation planning processes, FTA and FHWA encourage these PEAs to be incorporated as programs are updated. The updated PEAs are as follows:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis," [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")

Equity and Justice in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [MI-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine

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their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution—each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101 (b) (1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [STRAHNET System](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

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

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	Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future	Equity and Justice40 in Transportation Planning	Complete Streets	Public Involvement	Strategic Highway Network STRAHNET)/U.S. Department of Defense	Federal Land Management Agency (FLMA) Coordination	Planning and Environment Linkages	Data in Transportation Planning
Work Element								
101 RTP & EIR	***	***	***	***	***	***	***	***
102 Regional Housing Planning Program	***	***	***	***	***	***	***	***
102.1 REAP 2.0	***	***	***	***	***	***	***	***
104 Oakhurst Multi-modal Mobility Study	***	***	***	***	***	***	***	***
105 Regional Growth Forecast	***	***	***	***	***	***	***	***
106 Sustainable Communities Strategy Development FY 23-24	***	***	***	***	***	***	***	***
106.1 Sustainable Communities Strategy Development FY 24-25	***	***	***	***	***	***	***	***
201 Transit	***	***	***	***	***	***	***	***
202 Rail	***	***	***	***	***	***	***	***
301 Active Transportation Planning	***	***	***	***	***	***	***	***
401 Highways, Corridors, Regional Routes	***	***	***	***	***	***	***	***
501 Transportation Program Development	***	***	***	***	***	***	***	***
502 Project Coordination and Financial Programming	***	***	***	***	***	***	***	***
601 Travel Demand Model Management	***	***	***	***	***	***	***	***
602 Air Quality Modeling	***	***	***	***	***	***	***	***
603 GIS and Mapping Resources	***	***	***	***	***	***	***	***
604 Performance Management and Data Development	***	***	***	***	***	***	***	***
605 Regional Traffic Monitoring Program	***	***	***	***	***	***	***	***
701 Public Participation Program	***	***	***	***	***	***	***	***
801 Transportation Development Act	***	***	***	***	***	***	***	***
802 Senate Bill 125 Transit Program	***	***	***	***	***	***	***	***
901 Lobbying								
902 Other Activities	***	***	***	***	***	***	***	***
1001 Overall Work Program and Budget	***	***	***	***	***	***	***	***
1101 Measure T Administration								

Regional Transportation Planning

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

102 Regional Housing Planning Program REAP 1.0

102.1 REAP 2.0

104 F-Oakhurst Multi-modal Mobility Study

105 F-Regional Growth Forecast

106 F-Sustainable Communities Strategy Development FY 23-24

106.1 F-Sustainable Communities Strategy Development FY 24-25

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 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.

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

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

The 2007 RTP was updated to incorporate the Measure T Investment Plan that was approved by the voters in November 2006. The 2011, 2014 and 2018 RTP updates carried forward the Measure T Investment Plan. The Measure is set to expire in 2026. An extension of the Measure 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.

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 are 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.

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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 will begin to collect new transportation, housing, and demographic data to update planning tools relevant to the development of the 2026 RTP.

Performance Monitoring Measures

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

California Planning Emphasis Areas

Performance Management

MCTC completed a Project Prioritization Study in 2021 that prioritized all regional projects. The prioritization criteria placed more emphasis on environmental impacts and investment in underserved communities. The project scoring parameters from the Project Prioritization Study were considered in the 2022 RTP/SCS project planning process. Projects are advanced for programming in the FTIP thereafter based upon deliverability within the four-year element of the FTIP. The 2022 RTP utilizes performance measures to

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prioritize projects for each scenario developed for the 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

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- 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

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 2026 RTP/SCS and Environmental Document

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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 2024 to June 2025
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 2024 to June 2025
101.3	2026 RTP/SCS - Environmental Document Development	X	X	Retain consultant to prepare PEIR for the 2026 RTP/SCS	35%	July 2024 to June 2025
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 2024 to June 2025
				Total	100%	

FTE: [.451](#)

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)	50,000
MCTA			
FHWA-PL FY 23-24	19,326		
FHWA-PL FY 24-25	24,939		
FTA-Section 5303			
STIP – PPM	5,735		
Other			
Subtotal	50,000	Subtotal	50,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	166,184
MCTA			
FHWA-PL FY 22-23	32,798		
FHWA-PL FY 24-25	114,324		
FTA-Section 5303			
STIP – PPM	19,062		
Other			
Subtotal	166,184		
Total:	216,184	Total:	216,184

Work Element 102 Regional Housing Planning Program REAP 1.0

Objective

To accelerate housing production in the Madera County Region and facilitate compliance with the Regional Housing Needs Assessment (RHNA) plan. To incorporate CAPTI objectives, such as encouraging efficient land use, [expanding](#) access to jobs, goods, services, and education.

Discussion

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

Regional Early Action Planning (REAP 1.0):

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

Local Early Action Planning (LEAP) Grants:

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

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

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

Regional Housing Needs Assessment (RHNA) Plan:

MCTC assisted the State Housing and Community Development (HCD) department with the preparation of the 6th Cycle Madera County Regional Housing Needs Allocation Plan (RHNA) to estimate and allocate the housing needs in the Madera County region as

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mandated by the State for inclusion in city and county general plan Housing Elements. The RHNA Plan includes determinations of housing allocations specific to each jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

This project was completed in FY 2023-24 and is placed here for reference only.

Previous Work

1. Assisted HCD with the preparation of the 6th Cycle 2022 Madera County Regional Housing Needs Allocation Plan.

Product

1. Work with the San Joaquin Valley multiagency working group in the administration of REAP 1.0 funding in Madera County.
2. Monitor LEAP funding in Madera County and assist member agencies, as needed.
3. Administer REAP 1.0 funds and programs.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
102.1	Administer Regional Early Action Planning (REAP) 1.0 Funding	X		Administer REAP funding for MCTC and with local agency partners	95%	July 2024 to June 2025 (Ongoing)
102.2	Monitor Local Early Action Planning (LEAP) Funds and Provide Assistance	X		Monitor LEAP funding to local agencies and provide assistance on an as needed basis.	5%	July 2024 to June 2025 (Ongoing)

| FTE: 0.003

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102 Regional Housing Planning Program REAP 1.0

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Member Agency Allocations	0
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	0		
Subtotal	0	Subtotal	0
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	1,237
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 1.0	1,237		
Subtotal			
Total:	1,237	Total:	1,237

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

Objective

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

Discussion

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

REAP 2.0 builds on the success of 2019's REAP (REAP 1.0) program but expands the focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. REAP 2.0 is explicitly intended to meet multiple objectives, including infill development, housing for all incomes, VMT reduction, and Affirmatively Furthering Fair Housing (AFFH) in ways that lead to transformative policy outcomes and accelerate the implementation of regional and local plans to achieve these goals. REAP 2.0 provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including the Regional Housing Needs Assessment (RHNA). In addition, REAP 2.0 is specifically designed to provide MPOs and other eligible entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities' Strategies (SCS) adopted as part of Regional Transportation Plans (RTP) to pursue greenhouse gas

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emission reduction targets through land use and transportation strategies.

Eligible Applicants

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

The MCTC's maximum award is [\\$2,213,724,742,083,505.64 \(a 5.88% decrease from the original award amount after passage of the FY 24-25 State Budget\)](#), of which an initial allocation of 10% of funds are available for outreach to support program development and the full program funding application. REAP 2.0 program guidelines were released by HCD in July 2022. MCTC applied to HCD for advanced funding to develop an outreach and engagement strategy in support of development of the MCTC REAP 2.0 program and the full program application. MCTC requested 1.5% (\$33,112.70) of the 10% for Targeted Outreach and Engagement Strategy, and program development. Administration and Program Management is 5% of the amount. The remaining funds will be suballocated to eligible entities in the Madera region: County of Madera, City of Madera, City of Chowchilla based on population.

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

Previous Work

1. Worked with the Department of Housing and Community Development and the interagency collaborative partners on the development of the MCTC REAP 2.0 Program
2. Developed and conducted a targeted outreach and engagement strategy for REAP 2.0 Program
3. Developed MCTC REAP 2.0 Program
4. Applied for REAP 2.0 Funds

Product

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

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Tasks

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

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
102.1.1	Administer Regional Early Action Planning (REAP) 2.0 Funding	X		Administer REAP 2.0 funding for MCTC and with local agency partners	5%	July 2024 to June 2025 (Ongoing)
102.1.2	Monitor Regional Early Action Planning (REAP) 2.0 Funds and provide assistance	X		Monitor REAP 2.0 funding to local agencies and provide assistance on an as needed basis. Facilitate local agency projects with HCD and State partners to verify project eligibility. Provide reports to State	85%	July 2024 to June 2025 (Ongoing)
102.1.3	Monitor Regional Early Action Planning (REAP) 2.0 work project expenditures and delivery	X		Verify project consistency and expenditures with approved application	5%	July 2024 to June 2025 (Ongoing)
102.1.4	Collaborate with HCD and the interagency collaborative partners	X		Continue working with State Partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation	5%	July 2024 to June 2025 (Ongoing)
				Total	100%	

| FTE: [.08](#)

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

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Consultant	
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	29,136
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – REAP 2.0	29,136		
Subtotal			
Total:	29,136	Total:	29,136

Work Element 104 F-Oakhurst Area Mobility Study Project FY 22-23

Objective

Prepare a Mobility Study in the Oakhurst Community along State Route 41, State Route 49, and other key travel corridors in the Oakhurst community area.

Discussion

The County of Madera (County) was awarded a Caltrans Sustainable Transportation Planning Grant to conduct a study and prepare a plan for improved motorized and non-motorized mobility in the unincorporated community of Oakhurst, California. The Oakhurst Area Mobility Study and Plan will assess the locations and conditions of existing vehicle, bicycle, and pedestrian facilities along select study road segments that provide important linkages between schools, residential areas, government buildings, and commercial corridors along State Route (SR) 41 and SR 49 in Oakhurst. With information from the mobility study, the County will assess motorized and non-motorized design improvement options (e.g., sidewalk connectivity, bicycle facilities, education programs) that would serve to improve the circulation network, including bicycle and pedestrian mobility and safety within the community. The study area consists of 10.61 miles of road segments, including approximately 6.99 miles of State highway and 3.62 miles of county road segments composed of the following:

Primary Corridor Segments (8.63 miles)

1. SR 41: Royal Oaks to River Falls Road (2.23 miles)
2. SR 41: Road 425B to Royal Oaks (2.38 miles)
3. SR 41: River Falls Road to Road 222 (1.45 miles)
4. SR 49: SR 41 to Westlake Drive (0.93 miles)
5. Road 426 (Crane Valley Road): SR 41 to Road 427 (School Road) (0.44 miles)
6. Road 427 (School Road): Road 426 to Road 428 (1.2 miles)

Secondary Corridor Segments (1.98 miles)

7. River Parkway Road: SR41 to Indian Springs Road (0.48 miles)
8. Indian Springs Road: River Parkway Road to Road 427 (School Road) (0.23 miles)
9. Road 426 (Crane Valley Road): Road 427 (School Road) to Hangtree Lane (0.71 miles)
10. Civic Circle: SR 41 to Road 426 (0.20 miles)
11. Road 428: Road 427 (High School Road) to Hangtree Lane (0.36 miles)

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The Primary Corridor segments will be paid for using Sustainable Communities Competitive grant funds awarded to Madera County, and the Secondary Corridor segments will be paid for using SB 1 Formula Sustainable Transportation grant funds from Madera County Transportation Commission (MCTC).

Project Stakeholders

It is intended that this process include public participation to involve the local community and interested stakeholders in the planning process. The County will hire consultants with expertise to assist with this work with stakeholders and residents (including those from disadvantaged communities, participating in planned workshops, design charettes, and other outreach events related to plan development).

Overall Project Objectives

The overall objective of the proposed project is the creation of a Mobility Study and Plan for the Oakhurst Community that focuses on several key transportation corridors within the community. The objective of the mobility study will be to create a planning document that identifies appropriate motorized and non-motorized design concepts to increase the functionality and safety of Oakhurst's circulation system for pedestrians, bicyclists, and drivers. The proposed study will complement the County's General Plan, the Oakhurst Area Plan, and other local transportation planning documents to address the shortcomings in Oakhurst's existing local circulation network. Implementation and construction of the design concepts will require action subsequent to this study. Subsequent design will include the hiring of consultants to prepare the required engineering drawings and construction contractors to construct the finalized design concepts, with funding to be secured prior to the start of each activity.

The implementation of the design concepts identified in the Oakhurst Area Mobility Study will ultimately result in significant improvement of Oakhurst's roads, transportation network, and non-motorized transportation infrastructure. Implementation of the study proposed in this project will achieve the following:

- 1) Identify existing vehicle, bicycle, and pedestrian facilities and deficiencies,
- 2) Identify existing use patterns and facility gaps that may currently create barriers or disincentives for non-motorized travel,
- 3) Engage the local community to identify concerns and interest in non-motorized mobility facilities,
- 4) Develop a conceptual plan for focused sidewalk and bicycle facility improvements to increase safety and encourage non-motorized travel.

Previous Work

New Project. Some preliminary work started in FY 2022-23.

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Product

1. Existing Conditions Report
2. Public Outreach Plan
3. Strategies Report
4. Final Study

Tasks

TASK		MCTC	MADERA COUNTY STAFF/CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
104.01	Project Administration		X	Kickoff Meeting, project report submittal, invoice submittal	2%	Within first month following contract approval date
104.02	Consultant Procurement		X	Issue RFP, score proposals, select consultant	3%	February 2023 to April 2024
104.1	Existing Conditions		X	Documentation of existing conditions	10%	Three to 12 months from Notice to Proceed date
104.2	Analysis		X	Analysis of deficiencies and options for study area bicycle and pedestrian facility improvement design concepts	15%	Three to 12 months from Notice to Proceed date
104.3	Public Outreach		X	Develop and execute an outreach and engagement plan that includes identification of stakeholders, process, methods of involvement and desired outcomes	25%	Three to 18 months from Notice to Proceed date
104.4	Advisory Committee Meetings		X	Form Advisory Committee to help guide and inform the Oakhurst Area Mobility Plan development process	25%	Monthly throughout the project period
104.5	Draft and Final Plan		X	Prepare Draft and Final Plan	18%	14 to 22 months after Notice to

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						Proceed date
104.6	Board of Supervisors Review and Approval		X	Present Plan to Board of Supervisors to take action on	2%	24 months after Notice to Proceed date
				Total	100%	

FTE: [.017](#)

104 F-Oakhurst Multi-modal Mobility Study FY 22-23

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	20,646	Consultant (Madera County)	180,000
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	159,354		
Subtotal	180,000	Subtotal	180,000
MCTC Staff:		MCTC Staff:	
LTF	516	Direct Wages/Benefits:	4,502
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other – SB I Sustainable Planning Grant (Formula) 22-23	3,986		
Subtotal	4,502		
Total:	184,502	Total:	184,502

For informational purposes, the County Competitive grant amount for this project is \$450,000 with a \$72,500 Local match provided by the County.

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

Objective

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

Discussion

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

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

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

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

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

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

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

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

Project Stakeholders

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

Previous Work

- New Project

Product (Deliverable Year)

Fiscal Year 24/25

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

Fiscal Year 25/26

Fiscal Year 26/27

- Draft Study
- Final Study

Tasks

TASK	MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION	
107.1	Project Administration	(TCAG)		Management	2%	Sep 24 – Jan 27
107.2	Consultant Procurement	(TCAG)		Retained Consultant	5%	Sep 24 – Jan 25
107.3	Vulnerability/Resilience Assessment	X	X	Assessment	27%	Feb 25 – Feb 26

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107.4	Adaptation Mitigation/Co-Benefit Analysis	X	X	Analysis	27%	Jul 25 – Nov 26
107.5	Expedite Implementation	X	X	Implementation	23%	Jul 25 – Nov 26
107.6	Detailed Community Engagement (DCE)	X	X	Community Engagement Activity	10%	Feb 25 – Dec 26
107.7	Advisory Committee Meetings	X	X	Meeting Notes	3%	Jan 25 – Jan 27
107.8	Draft Final and Final Study		X	Draft Study	2%	Oct 26 – Jan 27
107.9	Board Review/Acceptance	X		Approved Final Study	1%	Oct 26 – Jan 27

FTE: .016

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

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

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

Public Transportation Planning

201 Transit

202 Rail

Work Element 201 Transit

Objective

To maintain a continuing public transportation planning process pursuant to requirements of the Alquist-Ingalls Act (AB 402, 1977); the Social Service Improvement Act (AB 120, 1979); the Mello Act (SB 157, 1985); the Social Service Transportation Act (SB 498, 1987), and the Specialized Transportation Services: unmet transit needs Act (SB 826, 1988 and SB 807, 1989). To incorporate CAPTI objectives, such as enhancing transportation system resiliency, advancing transportation equity, improving transit, rail, and shared mobility options, and expanding access to safe and convenient active transportation options.

Discussion

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

MCTC staff has implemented the requirements pertaining to coordination and the need for developing a locally developed coordinated public-transit human services transportation plan. Coordinating between different operators aims to enhance the resiliency of the transportation system throughout the various diverse systems. MCTC staff completed the update on the previous coordinated plan and adopted the current Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) on October 19, 2022. As part of the Coordinated Plan development process, MCTC formed the Coordinated Plan Oversight Committee to review and update coordinated strategies. The committee consisted of the Social Service Transportation Advisory Council (SSTAC), human service agencies, local transit providers, and community members. Diverse sources of input were sought in order to advance transportation equity.

MCTC staff partners with the County of Madera, City of Madera, City of Chowchilla, the State of California, and Tribal Governments in the State's effort to promote public participation in transportation planning to address common goals of promoting mobility, equity, access, safety, and sustainable communities in our area. MCTC staff will continue to collaborate with Caltrans on future transit-related projects, including the Caltrans District 6 Transit Plan.

MCTC staff maintains the Short-Range Transit Plan (SRTP), a five-year plan completed in 2021-22 and valid through 2026-27. This plan responds to State, Federal, and local requirements to ensure public transit services are effective in meeting the needs within the Madera region. The SRTP is intended to serve as a guide for improving public transit agencies within Madera County. The plan reviews recent progress, evaluates existing operations and conditions, and recommends future strategic actions to affect positive changes. The plan aims to expand access to rail, transit, shared mobility, and active transportation. A key component of the SRTP is the development of realistic operating

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and capital projections based on present and future performance of the existing systems over the next five years.

MCTC staff meets on a quarterly basis to coordinate with all transit agencies in the Madera County region, including the City of Madera, County of Madera, and the City of Chowchilla on local and regional transit issues.

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

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

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

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

The North Fork Rancheria of Mono Indians of California operates the North Fork Rancheria Tribal Transit Program (NFRTP), jointly funded through the Tribal Transit Program administered by the Federal Transit Administration and the Tribal Transportation Program administered by the Bureau of Indian Affairs. The NFRTP also serves target populations of elderly, persons with disabilities, and low-income to medical and other essential services.

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

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

Previous Work

1. Transit Plans.
2. 2018 Regional Transportation Plan – Public Transportation Element.
3. Social Services Transportation Inventory and Action Plan.
4. City of Madera Fixed Route Feasibility Study.

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5. Short Range Transit Plan – 2022/23 – 2026/27.
6. Coordinated with member agencies regarding Transit Asset Management (TAM) Plans.
7. Public Transportation Safety Plan Targets (PTASP) coordination.
8. Updated Transit MOUs – March 2020

Product

1. Transit services database for Madera County to include GIS maps of service areas.
2. Documentation of tribal government-to-government relations.
3. Update transit operator agreements.
4. Agendas for regular meetings.
5. Memorandums and research reports.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
201.1	Transit Service Inventory	x		GIS layers, GIS maps, written documentation, spreadsheets	20%	July 2024 to June 2025 (Ongoing)
201.2	Monitor information for RTP Update	x		GIS layers, GIS Maps, written documentation, spreadsheets	25%	July 2024 to June 2025 (Ongoing)
201.3	Review and update transit operator agreements	x		Revised and updated transit operator agreements	5%	July 2024 to June 2025 (As Needed)
201.4	Consult, coordinate, and collaborate with tribal governments and farmworker transportation groups	x		Workshops, attendance at meetings, participation in community events, verbal and written communication	10%	July 2024 to June 2025 (Quarterly)
201.5	Consult, coordinate, and collaborate with Environmental Justice communities and Disadvantaged Communities	x		Workshops, attendance at meetings, participation in community events, verbal and written communication	10%	July 2024 to June 2025 (Quarterly)
201.6	Participate on City of Madera's Transit Advisory Board. Review and provide guidance on the agency's planning documents, agreements, and activities	x		Attendance at quarterly meetings verbal and written communication, agendas	10%	July 2024 to June 2025 (Quarterly)
201.7	Coordinate with transit agencies to update safety performance targets in their Public Transportation	x		Attendance at meetings, verbal and written communication, updated performance targets	10%	July 2024 to June 2025 (As Needed)

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	Agency Safety Plans					
201.8	Coordinate and consult with local transit agencies and operators, (including rail and vanpool) regarding transit policy, funding, and new technologies	x		Attendance at meetings, verbal and written communication, agendas, reports, and memos	10%	July 2024 to June 2025 (Monthly)
				Total	100%	

FTE: [.258](#)

201 Transit

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	10,760	Direct Wages/Benefits plus Indirect:	93,811
MCTA			
FHWA-PL			
FTA-Section 5303 FY 23-24	14,929		
FTA-Section 5303 FY 24-25	68,122		
STIP – PPM			
Other			
Subtotal	93,811		
Total:	93,811	Total:	93,811

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. 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

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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 (SJJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland. Madera County is represented on the SJJPA Board by an MCTC Commissioner backed by an additional MCTC Commissioner as an Alternate.

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

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

On April 26, 2018, California State Transportation Agency announced that the SJJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand 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 complete buildout of the new station is estimated to be completed in 2026. SJJPA anticipates additional funding needs to

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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.

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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	20%	July 2024 to June 2025
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	15%	July 2024 to June 2025
202.3	Participate in meetings/workshops related to rail	X		Participate in reoccurring meetings and workshops hosted by local, regional, State, and Federal partners related to multi-modal transportation	20%	July 2024 to June 2025
202.4	Participate in San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee	X		Participate in activities related to the San Joaquin Joint Powers Authority, San Joaquin Valley Rail Committee, and other commuter rail subjects of interest to the Madera region as needed.	25%	July 2024 to June 2025
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 2024 to June 2025
				Total	100%	

FTE: .09

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202 Rail

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	<u>34,182</u>	Direct Wages/Benefits plus Indirect:	<u>34,182</u>
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>34,182</u>		
Total:	<u>34,182</u>	Total:	<u>34,182</u>

Active Transportation Planning

301 Active Transportation and Complete Streets Planning

Work Element 301 Active Transportation and Complete Streets Planning – CS

Objective

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

Discussion

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

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

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

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 was 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

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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.

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.

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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 regions multi-modal systems, including complete streets	25%	July 2024 to June 2025 (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 regions multi-modal systems, including complete streets	20%	July 2024 to June 2025 (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 2024 to June 2025 (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 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: [.243](#)

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301 Active Transportation Planning – CS

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	88,758
MCTA			
FHWA-PL	59,009		
Complete Streets-PL	19,568		
FTA-Section 5303			
STIP – PPM (Match)	10, 181		
Other			
Subtotal	88,758		
Total:	88,758	Total:	88,758

Highways, Corridors, and Routes of Regional Significance

401 Highways, Corridors, and Routes of Regional Significance

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

Objective

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

Discussion

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

State Route 99 Coordination

MCTC staff has been in active coordination and consultation with Caltrans regarding the State Route 99 Corridor. Working with the Great Valley Center and Caltrans, a Business Plan was developed for the corridor running through the valley. Partly because of this coordination and Business Plan, the Proposition 1B bond included a State Route 99 earmark, the only transportation earmark in the bond placed before the voters. Those funds have been awarded to needed projects, 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

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implemented through a comprehensive interregional strategy.

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

San Joaquin Valley Goods Movement Sustainable Implementation Plan

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

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

San Joaquin Valley I-5 Goods Movement Plan

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

This study was funded through a 2015-16 Caltrans Emerging Priorities grant for continued evaluation and refinement of the San Joaquin Valley goods movement system. Cambridge Systematics was the prime consultant engaged 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

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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

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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 will be in Fiscal Year 2024-25.

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.

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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

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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

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 of the SR 99 Multimodal Corridor Plan.

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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	10%	July 2024 to June 2025 (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 2024 to June 2025 (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 2024 to June 2025 (Ongoing)
401.4	Participate and provide technical support for the SR 99 Multimodal Corridor Plan	X		Participate in plan kickoff meeting, provide feedback and comments on the development of the plan, and assist with public engagement for the plan	35%	July 2024 to June 2025 (Ongoing)
				Total	100%	

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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	4,660	Direct Wages/Benefits plus Indirect:	40,625
MCTA			
FHWA-PL FY 22-23	4,372		
FHWA-PL FY 24-25	<u>31,593</u>		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	<u>40,625</u>		
Total:	40,625	Total:	40,625

Programming and Financial Management

501 Transportation Program Development

502 Project Coordination and Financial Programming

Work Element 501 Transportation Program Development

Objective

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

Discussion

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

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

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transportation legislation. MCTC is eligible to exchange its RSTP funds for State funds. Additionally, all three performance measures have been established for the 2023 FTIP and updates will be incorporated in the 2025 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 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

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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.

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: 2023.
11. Conducted a CMAQ Call for Projects in FY 2023-2024.
12. 2023 FTIP and Air Quality Conformity Analysis adopted in August 2022 and amended in March 2023.

Product

1. 2025 FTIP.
2. Air Quality Analysis for the 2025 FTIP.
3. Amendments to the 2023 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.

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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 2024 to June 2025 (As Needed)
501.2	Review Caltrans IIP and solicit local agency input	X		Review State transportation planning and coordinate with local agencies	3%	July 2024 to June 2025 (As needed/required through entire Fiscal Year, as requested by State and local agencies)
501.3	Finalize preparation of 2025 FTIP and Air Quality Conformity Documents and amend 2023 FTIP	X		Complete preparation of 2025 FTIP and Air Quality Conformity Analysis for the 2025 FTIP and 2022 RTP. Continue to amend the 2023 FTIP on an as needed basis	70%	July 2024 to June 2025 (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 2023 FTIP and 2022 RTP	10%	July 2024 to June 2025 (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	8%	July 2024 to June 2025 (4th Quarter 2024)
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 2024 to June 2025 (1st Quarter 2025)
501.7	Participate in Statewide CFPG and Program CTIPS	X		Participate in the California Federal Programmers Group and	3%	July 2024 to June 2025 (Throughout)

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				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 2024 to June 2025 4 th Quarter 2024
				Total	100%	

FTE: [.439](#)

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	19,365	Direct Wages/Benefits plus Indirect:	168,832
MCTA			
FHWA-PL	149,467		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	168,832		
Total:	168,832	Total:	168,832

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

Previous Work

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

Product

1. Project transportation planning and programming support services.

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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 2024 to June 2025 (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	30%	July 2024 to June 2025 (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 2024 to June 2025 (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 2024 to June 2025 (Ongoing)
				Total	100%	

| FTE: .138

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502 Project Coordination and Financial Programming

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	37,518
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM	37,518		
Other			
Subtotal	37,518		
Total:	37,518	Total:	37,518

Data Services, Forecasting, and Modeling

601 Travel Demand Model Management

602 Air Quality Modeling

603 GIS and Mapping Resources

604 Performance Management and Data Development

605 Regional Traffic Monitoring Program

Work Element 601 Travel Demand Model Management

Objective

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

Discussion

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

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

The 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 [the 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 [Level of Service \(LOS\) metric](#), used in measuring

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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 applications. The San Joaquin Valley transportation planning agencies have jointly sponsored a comprehensive review of modeling needs within the valley with the intent of identifying a strategic plan for model development to satisfy air quality requirements. By an agreement executed in 1999 between the San Joaquin Valley Regional Transportation Planning Agencies and the California Air Resources Board, a new modeling software platform has been implemented. The software represents a significant improvement in the state of the art and is expected to provide a higher level of information for use in ongoing air quality planning activities.

MCTC prepared the model with [the 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.

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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.

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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 2024 to June 2025
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 2024 to June 2025
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 2024 to June 2025
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 2024 to June 2025
				Total	100%	

| FTE: ~~.19~~187

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601 Travel Demand Model Management

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	6,045	On-call Consultant(s)	50,000
MCTA		Traffic Model Support	2,700
FHWA-PL FY 23-24	46,655		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	52,700	Subtotal	52,700
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	8,277	Direct Wages/Benefits plus Indirect:	72,166
MCTA			
FHWA-PL FY 24-25	63,889		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	72,166		
Total:	124,866	Total:	124,866

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.

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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 will finalize 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

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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 2023 FTIP
2. 2022 RTP/SCS and EIR Emissions Analysis as required for SB 375
3. 2023 FTIP, 2022 RTP/SCS and EIR, Corresponding Conformity Analysis

Product

1. SCS Evaluation Report for the 2022 RTP/SCS
2. Hot-Spot Analysis, other airy data in support of emissions/air quality planning
3. Federal Air Quality Conformity Analysis for Significant Amendments of the RTP or FTIP
4. Final Conformity Determination for the 2025 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	10%	July 2024 to June 2025

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				and FTIP		
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 2024 to June 2025
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 2024 to September 2025
				Total	100%	

FTE: [.219](#)

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 23-24	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:	82,016
MCTA			
FHWA-PL FY 24-25	72,609		
FTA-Section 5303			
STIP – PPM (Match)	9,407		
Other			
Subtotal	82,016		
Total:	91,016	Total:	91,016

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.

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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.

Product

1. Increase and expand the abilities of an enhanced GIS platform and maintenance

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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 2023 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 2024, to June 2025 (Monthly)
603.2	Stay up to date with current GIS technology, advancements, and best practices	x		Attend GIS training and workshops	5%	July 2024 to June 2025 (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 2024 to June 2025 (Ongoing)
603.4	Update and maintain bridge information in GIS	x		GIS layers, maps (including web maps)	5%	July 2024 to June 2025 (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 2024 to June 2025 (Ongoing)
603.6	Maintain current zoning and land use information in GIS	x		GIS layers, maps (including web maps)	5%	July 2024 to June 2025 (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 2024 to June 2025 (Ongoing)
				Total	100%	

FTE: [.367](#)

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603 GIS and Mapping Resources

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		GIS Support	8,300
MCTA			
FHWA-PL FY 23-24	7,348		
FTA-Section 5303			
STIP – PPM	952		
Other			
Subtotal	8,300	Subtotal	8,300
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	130,765
MCTA			
FHWA-PL FY 24-25	115,766		
FTA-Section 5303			
STIP – PPM (Match)	14,999		
Other			
Subtotal	130,765		
Total:	139,065	Total:	139,065

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

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

The performance-based planning activities require regular coordination with Federal,

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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 PM3 Second Performance Period 2022-2026.
7. Established PM3, Greenhouse gas (GHG), 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 2023 to June 2024
604.2	Target Setting	X		Annually establish PM1 performance targets Bi-annually revise PM 2 targets, if necessary	20%	July 2023 to June 2024, as required
604.3	Public Safety Awareness	X		Post safety related	5%	

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	Through Social Media			information in social media to keep the public apprised of traffic and weather situations that might impact travel safety conditions. Share safety information from Caltrans, FHWA, via MCTC social media.		
				Total	100%	

FTE: .144

604 Performance Management and Data Development

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,519	Direct Wages/Benefits plus Indirect:	48,114
MCTA			
FHWA-PL	42,595		
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	48,114		
Total:	48,114	Total:	48,114

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 utilizes analytics software to measure travel patterns of vehicles on roadway segments and intersections, and MCTC then prepares the Traffic Monitoring Program report. Staff develops a standardized quadrennial regional count program with direction provided from the local agencies.

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.

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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 – 2023 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 – 2024 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 2024 to June 2025 (Annually)
605.2	Provide traffic monitoring support to local agencies, including tribal governments	x		Technical support, meetings, email correspondence	15%	July 2024 to June 2025 (Ongoing)
605.3	Collect data from local agency and Caltrans traffic county programs	x		Traffic volume data	10%	July 2024 to June 2025 (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 2024 to June 2025 (Annually)
605.5	Participate in software training sessions for StreetLight	x		Training, training notes	5%	July 2024 to June 2025 (Ongoing)
				Total	100%	

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605 Regional Traffic Monitoring Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Traffic Count Software License	15,000
MCTA			
FHWA-PL FY 23-24	13,280		
FTA-Section 5303			
STIP – PPM (Match)	1,720		
Other			
Subtotal	15,000	Subtotal	15,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	12,257
MCTA			
FHWA-PL FY 24-25	<u>10,851</u>		
FTA-Section 5303			
STIP – PPM (Match)	<u>1,406</u>		
Other			
Subtotal	<u>12,257</u>		
Total:	<u>27,257</u>	Total:	<u>27,257</u>

Public Participation Program

701 Public Participation Program

Work Element 701 Public Participation Program

Objective

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

Discussion

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

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

Public hearings, workshops, and meetings will be conducted as required. Public hearings and workshops are advertised in local newspapers, 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;

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and other regional planning issues. Input received will be incorporated into the work products developed by staff for recommendation to the Policy Board for review, acceptance established by the Ralph M. Brown Act (Government Code sections 54950-54962) and the Americans with Disabilities Act.

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

MCTC staff 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. elderly, disabled, low income and minority, African American, Hispanic, Asian American, American Indian / Alaskan Native, and Pacific Islander) by existing transportation systems, including but not limited to low-income and minority households (23 CFR 450.316(b)(1)(vi)). Staff evaluated the distribution of low-income and minority household benefits and burdens associated with the current transportation planning process and its outcomes. The analysis is detailed in the Environmental Justice Policy and Procedures documents, which was adopted in FY 2014 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.

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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.

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.

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Product

1. Document tribal government to government public participation.
2. Prepare MCTC newsletter.
3. Title VI Compliance and updates, as necessary.
4. Conduct extensive outreach efforts with environmental justice communities as part of the 2024-2025 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 2024 to June 2025 (As Needed)
701.2	Provide Spanish Language Translation	X	X		15%	July 2024 to June 2025 (As Needed)
701.3	Tribal Government Consultation	X		Coordinate, Consult, Collaborate with tribal governments	15%	July 2024 to June 2025 (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 2024 to June 2025 (As Needed)
701.5	Bicycle and Pedestrian Programs	X		Encourage bicycle and pedestrian safety education programs	10%	July 2024 to June 2025 (As Needed)
701.6	Website and Social Media	X		Maintain and improve website and social media to keep the public informed about MCTC activities, public hearings, workshops, and meetings	15%	July 2024 to June 2025 (As Needed)
701.7	Review CalEPA's EnviroScreen 4.0 and Other Analysis Tools	X		Review CalEPA's EnviroScreen Version 4.0 and other relevant analysis tools as they relate to identifying	15%	July 2024 to June 2025 (As Needed)

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				disadvantaged communities, where they are concentrated and how the transportation planning process may impact these communities		
701.8	Madera Community College Collaborations	X		Collaborate with the Madera Community College Center to engage student community outreach and education activities	5%	July 2024 to June 2025 (As Needed)
				Total	100%	

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701 Public Participation Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	5,391	Public Notices	5,000
MCTA		Translation Services	2,000
FHWA-PL 23-24	41,609	SJV Website	100
FTA-Section 5303		Other Outreach Costs	39,900
STIP - PPM			
Other			
Subtotal	47,000	Subtotal	47,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	5,133	Direct Wages/Benefits plus Indirect:	44,750
MCTA			
FHWA-PL 24-25	39,617		
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	44,750		
Total:	91,750	Total:	91,750

Project Administration

801 Transportation Development Act

802 SB 125 Transit Program

Work Element 801 Transportation Development Act

Objective

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

Discussion

MCTC, as the Regional Transportation Planning Agency and the Local Transportation Commission, is responsible for administering the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) funding. These funds, derived from various State taxes, are available to local agencies for transportation planning, bicycle and pedestrian facilities, public transportation services, social services 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 2023-24 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

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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.
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 2025-26 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 2025
801.2	Claims	X		Review and process LTF/STA claims Review for conformance with applicable TDA law, the RTP and SRTDP	10%	July 2024 to June 2025 Ongoing
801.3	LTF/FTA Financial Reports	X		Prepare LTF/STA financial reports	20%	December 2024
801.4	SSTAC Meetings	X		Conduct meetings of the SSTAC	10%	July 2024 to June 2025 Quarterly
801.5	Unmet Transit Needs Hearing	X		Conduct Unmet Transit Needs Hearing	5%	April 2025 Annually
801.6	Unmet Transit Needs Staff Report	X		Prepare Unmet Needs Staff Report	20%	April to May 2025

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						Annually
801.7	Financial Records	X		Maintain appropriate financial activity records	5%	July 2024 to June 2025
801.8	Fiscal Audits	X		Fiscal audits	13%	August 2024
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 2024 to June 2025 (As Needed)
801.10	LCTOP Administration	X		Administer LCTOP Program	5%	July 2024 to June 2025 Ongoing
801.11	SGR Administration	X		Administer SGR Program	5%	July 2024 to June 2025 Ongoing
				Total	100%	

FTE: [.399](#)

801 Transportation Development Act

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF	29,500	Audits	15,000
MCTA		Translation Services	2,000
FHWA-PL		Public Notices	1,000
FTA-Section 5303		Other Costs	11,500
STIP - PPM			
Other			
Subtotal	29,500	Subtotal	29,500
MCTC Staff:		MCTC Staff:	
LTF	86, 235	Direct Wages/Benefits plus Indirect:	86, 235
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	86, 235		
Total:	115,735	Total:	115,735

Other Activities

901 Lobbying

902 Other Activities

Work Element 901 Lobbying

Objective

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

Discussion

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

To provide funding for 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 2024 to March 2025
901.2	Legislative tracking	X		Legislative tracking and reporting	5%	July 2024 to June 2025
901.3	CALCOG Conference and meetings	X		State and Valley wide transportation conferences and events	10%	July 2024 to June 2025
901.4	CALCOG Annual Fees	X			20%	June 2025
				Total	100%	

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FTE: [.078](#)

901 Lobbying

REVENUE BY SOURCE		EXPENDITURES	
Direct Costs:		Direct Costs:	
LTF		Consultant(s)	89,000
MCTA		Other Costs	11,000
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	100,000		
Subtotal	100,000	Subtotal	100,000
MCTC Staff:		MCTC Staff:	
LTF		Direct Wages/Benefits plus Indirect:	10,867
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other – Member Fees	10,867		
Subtotal	10,867		
Total:	110,867	Total:	110,867

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

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

Freeway Service Patrol

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

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

Freeway Service Patrol Background

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

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

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

The effectiveness of the statewide FSP program is assessed by calculating the annual benefit/cost (B/C) ration of each FSP beat. First the annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the

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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.

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- 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

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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.

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Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
902.1	Rideshare Program	X		Represent rideshare program as required	5%	July 2024 to June 2025
902.2	Rideshare Promotional Materials	X		Provide rideshare promotional materials as required	5%	July 2024 to June 2025
902.3	Develop Promotional Materials	X		Develop/print promotional materials	5%	July 2024 to June 2025
902.4	TDM activities	X		Maintain and update TDM activities on MCTC website	5%	July 2024 to June 2025
902.5	Community Outreach	X		Conduct community outreach activities as needed	5%	July 2024 to June 2025
902.6	CalVans joint powers agency	X		Participate with CalVans joint powers agency	10%	July 2024 to June 2025
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 2024 to June 2025
902.8	Freeway Service Patrol	X		Coordination with Caltrans and CHP to determine eligibility to apply to this program (Freeway Service Patrol)	5%	July 2024 to June 2025
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 2024 to June 2025
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 2024 to June 2025
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 2024 to June 2025

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902.12	ZEV Regional Roundtable	X		Conduct two Coordinate ZEV planning collaborative meetings per year	15%	July 2024 to June 2025
902.13	ZEV Resources	X		Publish updated ZEV resources on the MCTC Website	5%	July 2024 to June 2025
902.14	Broadband Access	X		Participate in meetings and workshops to advance broadband access for the region	5%	July 2024 to June 2025
				Total	100%	

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902 Other Activities

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF	26,550	Board Costs and Other Expenses	26,550
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	26,550	Subtotal	26,550
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF	105,066	Direct Wages/Benefits plus Indirect:	105,066
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP – PPM			
Other			
Subtotal	105,066		
Total:	131,616	Total:	131,616

Overall Work Program

1001 Overall Work Program

Work Element 1001 Overall Work Program

Objective

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

Discussion

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

Previous Work

MCTC Overall Work Program and Budget.

Product

1. 2025-26 MCTC Overall Work Program and Budget.
2. Quarterly Reports.
3. FY 23-24 Closeout Report.

Tasks

TASK		MCTC	CONSULTANT	PRODUCTS	% OF WORK	TARGET DATE / FREQUENCY COMPLETION
1001.1	OWP Development	X		Draft 25-26 OWP	35%	November 2024 to February 2025
1001.2	Project Identification	X		Draft 25-26 OWP	15%	October 2024 to February 2025
1001.3	Circulation	X		Develop and circulate Draft OWP and Budget for public and agency review	10%	February 2025 to March 2025

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1001.4	Adoption	X		Complete and adopt OWP with compliance certifications and process agreement. Final 25-26 OWP.	5%	April 2025
1001.5	Reporting	X		Quarterly Reports	30%	Quarterly July 2024 to June 2025
1001.6	Closeout	X		Closeout Reports for FY 23-24	5%	August to September 2024
				Total	100%	

FTE: .173

1001 Overall Work Program

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF			
MCTA			
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal		Subtotal	
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	43,486
MCTA			
FHWA-PL	38,498		
FTA-Section 5303			
STIP – PPM (Match)	4,988		
Other			
Subtotal	43,486		
Total:	43,486	Total:	43,486

Measure “T” Administration

1101 MCTA Administration

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. 2021 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.

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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 2024 to June 2025
1101.2	Prepare MCTA Budget	X		MCTA Operating Budget	5%	May 2025
1101.3	Maintain MCTA financial records	X			20%	July 2024 to June 2025
1101.4	Review and process project claims	X			10%	July 2024 to June 2025
1101.5	Prepare Annual Work Program	X		Annual Work Program	24%	September 2024 to June 2025
1101.6	Administration of the Citizens' Oversight Committee	X		Publication of Measure T Annual Report	10%	July 2024 to June 2025
1101.7	Conduct Fiscal Audit		X	Annual Fiscal Audits	10%	October to December 2024
1101.8	Planning, programming, and monitoring of Measure "T" projects	X			10%	July 2024 to June 2025
1101.9	Attend conferences including Focus on the Future	X			5%	November 2024
				Total	100%	

FTE: [.499](#)

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1101 MCTA Administration

REVENUE BY SOURCE		EXPENDITURES	
<u>Direct Costs:</u>		<u>Direct Costs:</u>	
LTF		Financial Assistance, Audits, Annual Report	41,000
MCTA	244,000	Conf/Travel/Other Costs	33,000
FHWA-PL		Consultant	170,000
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	244,000	Subtotal	244,000
<u>MCTC Staff:</u>		<u>MCTC Staff:</u>	
LTF		Direct Wages/Benefits plus Indirect:	136,686
MCTA	136,686		
FHWA-PL			
FTA-Section 5303			
STIP - PPM			
Other			
Subtotal	136,686		
Total:	380,686	Total:	380,686

Acronyms

AB	Assembly Bill
ADA	Americans with Disabilities Act
ATP	Active Transportation Plan
AWP	Annual Work Program
CAG	County Association of Governments
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CATX	Chowchilla Area Transit Express
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation Air Quality
CRP	Carbon Reduction Program
COG	Council of Governments
CTC	California Transportation Commission
DBE	Disadvantaged Business Enterprise
DOF	Department of Finance
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FTIP/TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HCD	Housing and Community Development
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Plan
IPG	Intermodal Planning Group
ITS	Intelligent Transportation System
LEAP	Local Early Action Planning
LCTOP	Low Carbon Transit Operations Program

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LTC	Local Transportation Commission
LTF	Local Transportation Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MCC	Madera County Connection
MCTA	Madera County Transportation Authority
MCTC	Madera County Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
OWP	Overall Work Program
PAC	Policy Advisory Committee
PEIR	Program Environmental Impact Report
PM-2.5	Particulate Matter (2.5 micros or less)
PM-10	Particulate Matter (10 microns or less)
REAP	Regional Early Action Planning
RHNA	Regional Housing Needs Assessment
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SGR	State of Good Repair
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SHOPP	State Highway Operation and Protection Program
SRTP	Short Range Transit Plan
SSTAC	Social Service Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAB	Transit Advisory Board
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAZ	Traffic Analysis Zones
TCM	Traffic Control Measures
TDA	Transportation Development Act
TDP	Transit Development Plan
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

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YARTS
YATI

Yosemite Area Regional Transportation System
Yosemite Area Transportation Information

Appendices

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

FY 2024-25 Overall Work Program

	Funds Available by Revenue Source																Total			
	MCTC	Other	Total	MCTC LTF	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	SB-1 Climate Adaption Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 23-24		FHWA PL Carryover 22-23	FTA 5303	FTA 5303 Carryover 23-24
Carryover Prior Years				85,979	0	0	0	0	1,237	4,136	327,753	450,000		0	0	136,186	37,170	0	14,929	607,390
Current Year Allocation				331,119	188,112	114,000	380,686	107,000	0	25,000	172,800			763,157	19,568	0	0	68,122	0	2,169,564
Carryover to Future Year				(817)		(3,133)														(3,950)
Total Available Funds	1,487,700	1,285,304	2,773,004	416,281	188,112	110,867	380,686	107,000	1,237	29,136	500,553	450,000		763,157	19,568	136,186	37,170	68,122	14,929	2,773,004

11/21/2024 15:57 Work Element Description	Expenditures by Agency				Expenditures by Revenue Source																		
	MCTC	Other	Total	MCTC LTF	Federal Carryover Match -LTF	SB 125 Transit Funding Program	Member Assessment	MCTA	STIP PPM	Federal Carryover Match - PPM	SJV REAP Housing 1.0	REAP 2.0	SB-1 Sustainable Communities Formula	SB-1 Sustainable Communities Competitive (For illustrative purposes only)	SB-1 Climate Adaption Competitive (For illustrative purposes only)	FHWA PL	Complete Streets PL	FHWA PL Carryover 23-24	FHWA PL Carryover 22-23	FTA 5303	FTA 5303 Carryover 23-24	Total	
101 Regional Transportation Plan	166,184	50,000	216,184	0					18,043	6,754						139,263		19,326	32,798				216,184
102 Regional Housing Planning Program - REAP 1.0	1,237	0	1,237	0					0		1,237					0							1,237
102.1 Regional Early Action Planning Grants of 2021 (REAP) 2.0	29,136		29,136	0					0			29,136				0							29,136
104 F Oakhurst Multimodal Corridor Study FY 22-23	4,502	180,000	184,502	21,162					0				163,340	450,000		0						184,502	
105 F Regional Growth Forecast FY 23-24	2,510	65,000	67,510	7,744					0				59,766			0						67,510	
106 F Sustainable Communities Strategy (SCS) Development FY 23-24	4,000	114,206	118,206	13,559					0				104,647			0						118,206	
106.1 F Sustainable Communities Strategy (SCS) Development FY 24-25	11,140	184,048	195,188	22,388					0				172,800			0						195,188	
107 C V-TRANSFRM Study	4,745		4,745	4,745					0						3,000,000	0						4,745	
201 Transit Planning	93,811		93,811	8,826	1,934				0							0				68,122	14,929	93,811	
202 Rail Planning	34,182		34,182	34,182					0							0							34,182
301 Active Transportation Planning - CS	88,758		88,758	0					10,181							59,009	19,568					88,758	
401 Routes, Corridors, and Routes of Regional Significance	40,625		40,625	4,093	567				0							31,593			4,372			40,625	
501 Transportation Program Development	168,832		168,832	19,365					0							149,467						168,832	
502 Project Coordination & Financial Programming	37,518		37,518	0					37,518							0							37,518
601 Travel Demand Model Management	72,166	52,700	124,866	8,277	6,045				0							63,889		46,655				124,866	
602 Air Quality Modeling	82,016	9,000	91,016	0					9,407	1,032						72,609		7,968				91,016	
603 GIS and Mapping Resources	130,765	8,300	139,065	0					14,999	952						115,766		7,348				139,065	
604 Performance Management and Data Development	48,114		48,114	5,519	0				0							42,595						48,114	
605 Regional Traffic Monitoring Program	12,257	15,000	27,257	0	0				1,406	1,720						10,851		13,280				27,257	
701 Public Participation Program	44,750	47,000	91,750	5,133	5,391				0							39,617		41,609				91,750	
801 Transportation Funds Administration	86,235	29,500	115,735	115,735					0							0						115,735	
802 SB 125 Transit Program	28,112	160,000	188,112	0		188,112			0							0						188,112	
901 Lobbying	10,867	100,000	110,867	0			110,867		0							0						110,867	
902 Other Activities	105,066	26,550	131,616	131,616					0							0						131,616	
1001 Overall Work Program	43,486		43,486	0					4,988							38,498						43,486	
1101 MCTA Administration	136,686	244,000	380,686	0				380,686	0							0						380,686	
Total Expenditures	1,487,700	1,285,304	2,773,004	402,344	13,937	188,112	110,867	380,686	96,542	10,458	1,237	29,136	500,553	450,000	3,000,000	763,157	19,568	136,186	37,170	68,122	14,929	2,773,004	
				416,281					107,000								956,081				83,051		

Appendix B: Line-Item Budget

Madera County Transportation Commission
2024-25 Amended Budget
 21-Nov-24

	24-25 Budget	Amend #1	Amend #2	Amend #3	Amended Budget
Revenues					
FHWA PL	\$785,849			(\$22,692)	\$763,157
Complete Street PL	\$20,150			(\$582)	\$19,568
FHWA PL Carryover FY 23-24	\$161,125		(\$24,939)		\$136,186
FHWA PL Carryover FY 22-23	\$50,911	\$5,899	(\$19,640)		\$37,170
FHWA PL Carryover FY 21-22	\$0				\$0
FTA 5303	\$69,272			(\$1,150)	\$68,122
FTA 5303 Carryover FY 23-24	\$11,135		\$3,794		\$14,929
FTA 5303 Carryover FY 22-23	\$0				\$0
STIP Carryover	\$0				\$0
STIP Planning	\$107,000				\$107,000
SB-1 Sustainable Communities 24-25	\$168,750		\$4,050		\$172,800
SB-1 Sustainable Communities 23-24	\$166,980		(\$2,567)		\$164,413
SB-1 Sustainable Communities 22-23	\$161,921		\$1,419		\$163,340
REAP Housing 1.0	\$151,583	(\$151,583)	\$1,237		\$1,237
REAP 2.0	\$13,450	\$300	(\$9,614)	\$25,000	\$29,136
TDA Carryover	\$117,037	\$11,071	(\$42,129)	(\$817)	\$85,162
TDA Administration	\$125,000				\$125,000
TDA Planning	\$206,118	\$1			\$206,119
SB 125 Transit Funding Program	\$0	\$188,112			\$188,112
Member Assessment Fees	\$108,124	\$38	\$2,608	\$97	\$110,867
MCTA Carryover	\$0				\$0
MCTA	\$208,590	\$129,614	\$42,338	\$144	\$380,686
Other	\$0				\$0
Total Revenues	\$2,632,995	\$183,452	(\$43,443)	\$0	\$2,773,004
<i>Non-cash information</i>					
Toll Credits (PL)	\$0				\$0
Toll Credits (5303)	\$0				\$0
Expenses					
	24-25 Budget				Amended Budget
Salaries & Benefits					
Salaries	\$844,489	\$1,803	\$6,000		\$852,292
Retirement 401(a)	\$122,093	\$271	\$900		\$123,264
FICA, Employer	\$52,358	\$111	\$372		\$52,841
Medicare	\$12,246	\$26	\$87		\$12,359
Worker's Compensation	\$3,716	(\$77)	(\$140)		\$3,499
Health	\$169,587	(\$5,879)	(\$31,159)		\$132,549
Unemployment Insurance	\$896				\$896
Subtotal Salaries & Benefits	\$1,205,385	(\$3,745)	(\$23,940)	\$0	\$1,177,700
	Direct				\$675,189
	Indirect				\$502,511
Indirect Costs					
Admin Consulting Services	\$10,000	\$40,000			\$50,000
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			\$9,000
Equipment Leases	\$9,000				\$9,000
Bldg/Equip. Maint. & Repairs	\$4,000				\$4,000
Insurance	\$1,000				\$1,000
Janitorial Services	\$2,000				\$2,000
Legal Services	\$20,000				\$20,000
MCTC Audit	\$26,000				\$26,000
Membership Fees	\$2,000				\$2,000
Miscellaneous	\$6,000				\$6,000
Office Furniture	\$2,000				\$2,000
Office Supplies	\$6,000				\$6,000
Postage	\$1,000				\$1,000
Rent	\$70,000				\$70,000
Technology Related Equipment & Repairs	\$45,000				\$45,000
Telephone/Internet/Website	\$11,000	\$4,000			\$15,000
Travel Expenses	\$7,000	\$3,000			\$10,000
Utilities	\$9,000	\$1,000			\$10,000
Valley Coordination	\$6,800				\$6,800
Subtotal Indirect Costs	\$261,000	\$49,000	\$0	\$0	\$310,000
Other Direct Costs					
Air Quality (Consultant)	\$9,000				\$9,000
Board Costs and Other Costs	\$37,550				\$37,550
Consultant (SB-1 Planning Grant)	\$542,977	(\$220)	\$497		\$543,254
Consultant (On-call Public Outreach)	\$20,000				\$20,000
Consultant (Regional Housing Program)	\$151,583	(\$151,583)			\$0
Consultant (Measure Renewal)	\$60,000	\$110,000			\$170,000
Consultant (Lobbying&Intergovernmental)	\$89,000				\$89,000
Consultant (Transit)	\$0	\$180,000	(\$20,000)		\$160,000
MCTA Tax Recovery Services	\$10,000				\$10,000
MCTA Conference(s)/Travel	\$8,000				\$8,000
MCTA Fin Asst/Audits/Annual Report	\$41,000				\$41,000
MCTA Project Development	\$6,000				\$6,000
MCTC TDA Audits	\$15,000				\$15,000
MCTC TDA Other Admin Costs	\$7,500	(\$1,500)			\$6,000
Other MCTA Costs	\$9,000				\$9,000
Public Participation Program	\$30,000				\$30,000
RTP EIR	\$50,000				\$50,000
RTP/SCS Development	\$0				\$0
Technical/Modeling On-Call Services	\$50,000				\$50,000
Traffic Model & GIS Support	\$11,000				\$11,000
Traffic Monitoring Program	\$15,000				\$15,000
Translation Services	\$4,000				\$4,000
Triennial Performance Audits	\$0				\$0
Subtotal Other Direct Costs	\$1,166,610	\$138,197	(\$19,503)	\$0	\$1,285,304
Total Expenses	\$2,632,995	\$183,452	(\$43,443)	\$0	\$2,773,004
	\$0	\$0	\$0	\$0	\$0