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June 20, 2018

Judge Dale Blea
Supervising Judge of the Grand Jury
Madera County Superior Court
200 S. G Street
Madera, California 93637

Madera County Grand Jury
P.O. Box 534
Madera, California 93639

Subject: Response to the 2017-18 Grand Jury Report entitled "Madera County Transportation Commission"

Honorable Supervising Judge:

Pursuant to California Penal Code 933.05(a) and (b), the Madera County Transportation Commission submits this response to the findings and recommendations in the 2017-18 Madera County Grand Jury final report entitled, "Madera County Transportation Commission (MCTC)."

FINDINGS:

Finding 1: Since the MCTC is funded by a number of different sources, it is important that all requirements related to those sources are met to ensure funding continues.

Finding 1 Response: Agree, the MCTC ensures that all programs and documents remain current so that the local jurisdictions remain eligible for local, state and federal funding.

Finding 2: Because the Regional Transportation Plan (RTP) is only published every four years and must be amended whenever a project is added between publications, an additional strain is imposed on the MCTC staff.

Finding 2 Response: Agree, the RTP is published every four years and it does require significant amount of staff time; however the RTP is necessary and required and does not necessarily impose additional strain.

Finding 3: The MCTC's requirement to meet federal and state targets of reducing greenhouse gasses is onerous due to the number of different and constantly evolving factors which

must be taken into consideration.

Finding 3 Response: Agree, the MCTC is required to meet state targets of reducing greenhouse gasses and staff works closely with other agencies, including the eight San Joaquin Valley Metropolitan Planning Organizations (MPOs), California Air Resources Board and the San Joaquin Valley Air Pollution Control District to ensure the targets are aggressive and achievable to implement.

Finding 4: All model-based scenarios are educated guesses at best because of the unpredictability of human behavior.

Finding 4 Response: Disagree, the transportation model is a procedure based tool utilized for forecasting and estimating traffic behavior and travel conditions. All traffic model-based scenarios include assumptions based on real data and analysis that includes roadway conditions; socio-economic profile; location and type of housing and employment; and population characteristics.

Finding 5: The use of technical language and acronyms inhibits the public's understanding of the MTC and its functions.

Finding 5 Response: Agree, the use of technical language and acronyms creates challenges when presenting to the public in order to educate the public in its ability to understand the MCTC and its functions.

Finding 6: The scant public participation at the workshops indicates the MCTC is not doing enough to promote public involvement.

Finding 6 Response: Disagree, over the years, public outreach has increased. MCTC works diligently to reach out to the public. MCTC's outreach efforts meets, and exceeds, the federal and state requirements and includes: social media, print media, surveys, workshops, and pop-up events. Attendance is limited as the topics may or may not be of interest to the general public. MCTC is open to continuing and expanding upon its effort and will strive for additional public outreach.

Finding 7: Despite constantly changing air quality standards, the MCTC works very hard to achieve its many far-reaching duties, jobs and goals.

Finding 7 Response: Agree, MCTC staff works to achieve various existing air quality standards established by both the State and Federal Government. These existing air quality goals sometimes change or new standards are developed. MCTC staff collaborates with pertinent partners to diligently prepare for all current or planned air quality standards required to be met for the Madera region.

RECOMMENDATIONS:

Recommendation 1: The MCTC continue its hard work to accomplish its tasks and goals while adhering to the many federal and state requirements and regulations.

Recommendation 1 Response: Implemented and will continue to implement.

Recommendation 2: The MCTC re-focus its priority of public participation by posting previous ideas

submitted by the public at every future workshop and on its website, effective immediately.

Recommendation 2 Response: Further Analysis – staff will discuss how we can provide notes from workshops and include on the MCTC website. This will be discussed in the next fiscal year beginning July 1, 2018 with implementation on the MCTC website.

Recommendation 3: The MCTC explain in layman's terms what they do and how they do it at every workshop and on their website, effective immediately.

Recommendation 3 Response: Implemented. The MCTC has worked to simplify its description of roles and responsibilities. MCTC staff created a brochure that describes the Commission and its role within the community. The brochure is available online and at most meetings and workshops.

Recommendation 4: The MCTC limit its use of technical language and acronyms in public presentations, effective immediately.

Recommendation 4 Response: Implemented. The MCTC includes an acronym list in most planning documents. The acronyms are included on the MCTC website.

Recommendation 5: The MCTC work with the Board of Supervisors and city councils to promote the MCTC's meetings and workshops, effective immediately.

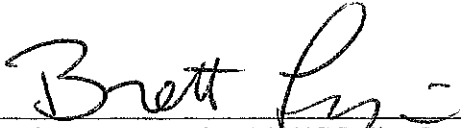
Recommendation 5 Response: Implemented. MCTC staff works with each local jurisdiction staff at a technical advisory committee level. It is at these meetings that MCTC staff provides information to each local jurisdiction staff to present to their various boards. In addition, MCTC staff, during Commission meetings, announces to its members to share information at their jurisdiction meetings. MCTC staff also makes staff available if necessary to attend the city council and board of supervisor meetings.

The Madera County Transportation Commission would like to thank the Madera Grand Jury's review and time involved in this matter, and appreciates the opportunity to respond to the findings and recommendations. MCTC would like to offer the following clarifications to the content of the report:

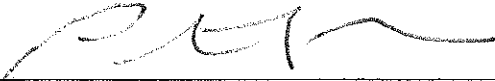
- The MCTC acts as four organizations in one for Madera County: the Local Transportation Commission; the Regional Transportation Planning Agency; the Metropolitan Planning Organization; and the Madera County Transportation Authority.
- Measure "T" funds are not allocated to Caltrans. In 2006, Madera County voters approved Measure "T", the ½ cent sales tax for local transportation projects. Measure "T" is a twenty-year program that funds highway and road capital projects that: improve traffic safety; relieve traffic congestion; and leverage other state and federal funds. All Measure "T" funds are locally controlled.
- MCTC undertakes comprehensive regional planning. "Regional" means Madera County and its local jurisdictions; Madera County and its neighboring counties; and Madera County within the eight-county San Joaquin Valley air basin: San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern.
- MCTC acknowledges that there are challenges to generate public participation for many reasons and that although outreach may be expanded, additional forms of outreach may not produce additional public participation.

- MCTC is not formed by a Joint Powers Authority (JPA), and is statutorily created. However, MCTC is a member on other JPA's related to the Commission's work as well as several memoranda of understandings (MOUs).

Respondents:



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