

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

**Date:** Wednesday, October 20, 2004  
**Time:** 3:05 P.M.  
**Place:** Madera County Government Center,  
Board of Supervisor Chambers

**Members Present:** Chairman Frank Bigelow - Supervisor, Madera County  
Vice-Chair Gordon Skeels - Councilman, City of Madera  
Alfred Ginsburg - Councilman, City of Chowchilla  
Gary Gilbert – Supervisor, Madera County  
Alt. John Silva – Supervisor, Madera County

**Members Absent:** Ronn Dominici – Supervisor, Madera County  
Gary Svanda - Councilman, City of Madera

**Policy Advisory Committee:** Above Members present and Caltrans Representatives:  
Paul Marquez

**MCTC Staff Present:** Patricia S. Taylor-Maley, Executive Director  
Derek Winning, Planner II  
Lester Koga, Planner I  
Sheila Kingsley, Administrative Assistant

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MCTC sitting as the Transportation Policy Committee.

### I.

#### PLEDGE OF ALLEGIANCE

### II. PUBLIC COMMENT

This portion of the meeting is reserved for person(s) wishing to address the MCTC on items within their jurisdiction but not on this agenda.

There were no public comments.

### III. TRANSPORTATION CONSENT ITEMS

#### A. *FY 2005-06 Bicycle Transportation Account Announcement*

Staff reported that Caltrans is now accepting applications for the 2005/2006 Bicycle Transportation Account (BTA) cycle. For the 2005/06 cycle, Bicycle Transportation Plans (BTP) and BTA applications from city and county agencies are due to the Caltrans District Local Assistance Offices by Tuesday, February 1, 2005.

To be eligible for BTA funds, local agencies must prepare and adopt a BTP that discusses the topics described in Streets and Highways Code, Section 891.2, items a. - k. The appropriate regional transportation planning agency and Caltrans Bicycle Facilities Unit must approve the plan. Local agencies applying for 2005/06 BTA funds must have a BTP adopted January 2001 or later.

The 2005/06 cycle will provide \$7.2 million to city and county agencies for projects that improve safety and convenience for bicycle commuters. The maximum amount an applicant may receive is \$1.8 million. The local match requirement is 10 percent of the project cost from sources other than the BTA.

Each Local Agency was notified and distributed a copy of the Local Assistance Program Guidelines Chapter 21 and the BTA Grant Application. The guidelines are also available on the Division of Local Assistance

Web site at <http://www.dot.ca.gov/hq/LocalPrograms/> For additional information, contact Tom Glaski at (559) 243-8504 or email at [Thomas\\_Glaski@dot.ca.gov](mailto:Thomas_Glaski@dot.ca.gov) . Applications must be mailed to the following address:

Tom Glaski, District BTA Coordinator  
Caltrans Local Assistance  
5156 N. Blackstone  
Fresno, CA 93710

**Action:** Information and Discussion Only.

**B. 2005/06 Section 5310 – Special Transit Needs of Elderly Persons and Persons with Disabilities**

Federal funds, totaling approximately \$8.5 million will be made available for transit services for elderly persons and persons with disabilities in Fiscal Year 2005/06.

The funds, allocated by Caltrans as directed by the California Transportation Commission, allow private non-profit organizations, and public agencies under certain circumstances, to purchase accessible vans and buses or other transportation related equipment to serve individuals with special needs.

Funds are allocated on a statewide competitive basis and are eligible to receive up to 80% of the purchase price for vehicles and equipment. The applications are scored using CTC adopted evaluation criteria and the-highest ranking projects are funded in descending score order until all available federal funds have been spent. Successful applicants enter into a contract with Caltrans, which details the use and operation of the equipment and federal requirements which must be followed during the useful life of the awarded equipment.

Included in Commissioner's packet was a copy of the Applicant Interest form and Fact Sheet. If an agency is interested in applying for these funds, the Applicant Interest Form is due November 19, 2004. An application and the CTC adopted evaluation criteria will then be forwarded on December 1, 2004. Applications are due to MCTC for review and approval on January 28, 2005 and must be forwarded to Caltrans no later than March 4, 2005.

The Applicant Interest form and fact sheet was forwarded to the 44 SSTAC members on October 7, 2004.

**Action:** Information and Discussion Only.

**C. Propos2005/06 Environmental Enhancement & Mitigation Program**

The State Environmental Enhancement and Mitigation (EEM) Program is now accepting applications from state, local and federal government agencies and qualifying nonprofit organizations for the fiscal year 2005-06 grant cycle that starts July 1, 2005. The final application submission date is Friday, November 19, 2004.

The EEM Program offers a total of \$10 million each year for projects to mitigate the environmental impacts caused by new or modified state transportation facilities. Grants are awarded in three categories:

1. Highway Landscape and Urban Forestry – projects designed to improve air quality through the planting of trees and suitable plants.
2. Resource Lands – projects for the acquisition, restoration, or enhancement of watersheds, wildlife habitat, wetlands forests, or other natural areas.
3. Roadside Recreational – projects for the acquisition and/or development of roadside recreational opportunities.

The schedule for proposed projects must provide for project start and completion within three fiscal years starting July 1, 2005. Grants generally will be limited to \$250,000 each.

The application packet can be found on the State Resources Agency's website at [www.resources.ca.gov/eem](http://www.resources.ca.gov/eem). The Commissioner's packet included the EEM Program Procedures and Criteria, a separate application form, and supplementary information to assist in preparing an application for grant funding. The enclosed memorandum dated August 16, 2004, provides further information on the EEM Program. Questions concerning the EEM Program should be directed to Dave Brubaker, the EEM Program Coordinator within the Resources Agency, at (916) 653-5656 or by email at [dave.brubaker@resources.ca.gov](mailto:dave.brubaker@resources.ca.gov).

**Action:** Information and Discussion Only.

**D. TEA-21 Reauthorization Update**

Congress passed an eight month extension to extend the current surface transportation programs through May 21, 2005.

Analysis:

- The temporary extension sets authorization levels at limits to be set in the fiscal 2005 Transportation-Treasury appropriations measure.
  - For federal aid for highways, that is expected to yield about \$24.5 billion in budget authority. The transit program would receive \$5.2 billion, \$4.2 billion of which would come from the Highway Trust Fund and an additional \$1 billion would come from the general fund.
- The extension also would assure the continuance of the Trust Fund, which is funded primarily through an excise tax on gasoline. In addition, the bill contains a provision that changes the gasoline tax exemption on ethanol fuels to a tax credit in fiscal 2004, which would increase revenues to the Trust Fund.
- The bill would contain no earmarks. Instead, the bill would require the Transportation Department to allocate that money to ensure that each state receives its guaranteed 90.5 cents return per dollar of gas tax contributed for fiscal 2004.

**Action:** Information and Discussion Only.

**E. California Performance Review (CPR)**

Governor Schwarzenegger initiated a total review of State government in February of 2004. The purpose of the review was to gather recommendations on how government can be more efficient and more responsive to the people's needs. Below is an excerpt from the Governor's speech on the need to review current government practices:

*"We have multiple departments with overlapping responsibilities...I say consolidate them. We have boards and commissions that serve no pressing public need, I say abolish them. We have a state purchasing program that is archaic and expensive, I say modernize it. I plan a total review of government--its performance, its practices, its cost."*

Between February and August 2004, 275 of the most seasoned state government employees compiled more than 1,400 recommendations to meet these goals. The governmental review and resulting recommendations are included in a 2,500-page report titled the [California Performance Review](#). This report and related information can be found at the California Performance Review website at: <http://www.cpr.ca.gov/>.

This report calls for a complete reorganization of our State government and proposes to eliminate 12,000 state jobs, hundreds of state boards and commissions and according to the report, possibly save \$32 billion over the next five years if all of the recommendations are implemented. \$3.3 billion would be saved in the

area of infrastructure.

The plan proposes to consolidate state government agencies by combining 11 agencies and 79 departments into 11 major departments. One of these major departments would be a massive new California Department of Infrastructure to oversee water, energy, growth, housing and transportation issues. Currently, these responsibilities are shared by 32 separate agencies.

All existing functions of the Department of Transportation, except Outdoor Advertising licensing and permitting functions would be transferred to this Department. The functions of the California Transportation Commission and High Speed Rail Authority would also be transferred to this Department under an Infrastructure Authority. Members of this Authority would serve 6-year terms with the Secretary of the Infrastructure Department serving as the Chairperson of the Infrastructure Authority. The Report also focuses attention on the need to dedicate gas tax revenues to transportation uses and protect this source of funding from being diverted to other unrelated areas as has been done in the past. Included in your agenda packet is Volume II's Chapter 7 from the Report that describes the proposed Infrastructure Department, Volume IV, Chapter 4 tables highlighting issues and recommendations for this Department, and a transportation section from the Legislative Analyst Office's report on the California Performance Review.

The California State Association of Counties and the California League of Cities and both are still conducting their evaluations of the Report to identify those recommendations that impact cities and counties. The California Transportation Commission is still evaluating the Report as well. The recommendations in the Report are general in nature and do not include implementation details so it is difficult to fully understand how these recommendations will actually affect our state, regional, and local governments.

The Schwarzenegger administration will review the recommendations in the report extensively over the next few months and will consider the input they received during public hearings held around the state in September. It is difficult to tell at this time which of the many recommendations the governor actually will embrace. Of those he does embrace, some he may be able to implement by Executive Order; others will require legislation to accomplish. The Governor will need to submit the reorganization plan first to the state's Little Hoover Commission and then to the Legislature. The Legislature would have 60 days to reject it or it would become law. Staff will provide future reports on the California Performance Review as new information becomes available.

**Action:** Information and Discussion Only.

**Transportation Consent Calendar Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Sliva to approve the Transportation Consent Calendar (Item III A-E). A vote was called and the motion carried.

#### **IV. TRANSPORTATION ACTION/DISCUSSION ITEMS**

##### **A. 2004 Federal Transportation Improvement Program (FTIP) Approval and Issues**

Included in the Commissioner's packet was a copy of the letter from the Federal Highways Administration (FHWA) indicating the Federal State Transportation Improvement Program (FSTIP) would be conditionally approved for up to six months. Caltrans needs to address outstanding programming/financial constraint issues. In addition, no amendments (including administrative) for STIP, SHOPP, and HBRR funds will be processed until the outstanding issues are resolved and the conditional approval is changed to full approval.

**Action:** Information and Discussion Only.

##### **B. Congestion Mitigation and Air Quality Program Apportionment – Call for Projects**

Included in the Commissioner's packet was the MCTC CMAQ Program Cycle I call for Projects Application Packet for TEA 21 Reauthorization. Caltrans has provided apportionment estimates in anticipation of the

Federal Highway Bill Reauthorization. The Cycle I (FY03-04 – FY05/06) CMAQ apportionment for Madera County is \$4,310,646.

The allocation to each agency is as follows:

- City of Chowchilla - \$105,150
- City of Madera - \$616,171
- County of Madera - \$1,002,937
- MCTC Regional Program - \$2,586,388

The primary purpose of the CMAQ Program is to fund transportation programs and projects in air quality non-attainment and maintenance areas which reduce transportation related emissions. Section 176(c) of the Clean Air Act (CAA) requires that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) ensure the timely implementation of transportation control measures (TCMs), and consequently the highest priority for funding under the CMAQ Program is for the implementation of such measures.

The CMAQ funds are subject to “timely use of funds” provisions of AB 1012. The legislation states that regional agency CMAQ funds that are not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year (the time period for calculating the three-year apportionment period begins with the start of the federal fiscal year in which the apportionment occurred). Each applicant is required to provide MCTC with a formal council/board/district resolution stating that awarded projects will meet timely project deliver schedules as required by AB 1012.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg to direct Staff to issue the MCTC CMAQ Program call for projects and application package. A vote was called and the motion carried.

**C. *San Joaquin Valley Transportation Planning Agencies Fall 2004 Conference***

The 2004 San Joaquin Valley Transportation Planning Agencies Fall Policy Conference is scheduled for Wednesday, December 1 and Thursday, December 2 at the Ramada Inn-Mission de Oro in Santa Nella. Included in Commissioner’s packet was a copy of the “Tentative Draft” agenda.

**Action:** Information and Discussion Only.

**D. *Request for Proposal: Transportation Needs Assessment – Expenditure and Marketing Plan***

MCTC staff is proposed to retain a qualified consultant to undertake a “Transportation Needs Assessment – Expenditure and Marketing Plan” that will identify comprehensive transportation system requirements in the Madera County area. The Plan will reflect a short-range and long-range strategy for the development of identifying the needs and its role in building an effective transportation system.

The findings of the “Transportation Needs Assessment – Expenditure and Marketing Plan” will be incorporated into the Madera County Regional Transportation Plan (RTP) and therefore, will serve as a basis for prudent decisions on future transportation system: streets and highways development, capital, operating and transportation systems management expenditures.

The Transportation Needs Assessment – Expenditure and Marketing Plan is intended to reflect the public’s perceived need as well as realistic and achievable goals. Transportation needs determined to be reasonable will be clearly defined to include a recommended timeline for meeting the needs. The final plan should provide MCTC with a practical approach to effectively program both short-range and long-range improvements.

Development of the “Transportation Needs Assessment – Expenditure and Marketing Plan” for Madera

County will include, at a minimum, the following major elements:

1. Address Transportation Needs – identification of needs and requirements – present and future
2. Development and Analysis of plan alternatives
3. Funding and Implementation Strategy (identify and quantify)
4. Marketing Plan and Strategies of the current transportation system and Measure “A” program
5. Development of Final Plan, “Transportation Needs Assessment – Expenditure and Marketing Plan”

The development of this plan is intended to be conducted in a public forum.

**Action:** Upon motion by Commissioner Ginsburg, seconded by Commissioner Silva to authorize staff to circulate Request for Proposal for the Transportation Needs Assessment – Expenditure and Marketing Plan. A vote was called and the motion carried.

**V. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Gilbert to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called and the motion carried.

**VI. ADMINISTRATIVE CONSENT ITEMS**

**A. Executive Minutes of September 29, 2004**

Included in the Commissioner’s packet was a copy of the September 29, 2004 Executive Minutes for review.

**Action:** Approve the September, 2004 Executive Minutes.

**B. FY 2004/05 Revised State Transit Assistance (STA) Estimate – STA Allocations Resolution 04-011 Amendment No.1**

Pursuant to section 99312.7 of the Public Utilities Code (PUC), the State Controller is required to provide a revised estimate of the amount of the State Transit Assistance funds to be allocated to each transportation planning agency for the purposes of sections 99313 and 99314 of the PUC.

The amount of STA funds approved by the Governor in the State Budget for the 2004-05 fiscal year is \$117,262,507. In addition, section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. The Madera County STA estimate is \$219,478 (\$32,800 increase from the original released estimate). The following is a list of STA funds available to each agency:

1. City of Chowchilla -- \$ 13,384 (increase of \$2,000)
2. City of Madera -- \$ 78,431 (increase of \$11,721)
3. County of Madera -- \$ 127,662 (increase of \$19,078)

MCTC staff has received the revised applications of Allocations from the each agency.

**Action:** Approve FY 2004/05 Revised State Transit Assistance (STA) Estimate – STA Allocation Resolution 04-11 Amendment No. 1

**C. FY 2003/04 Local Transportation Funds – Resolution 03-08 Amendment #2**

The City of Madera requested to amend its 2003/04 Local Transportation Fund application to reflect an increase in the City’s share of the cost of operations for Dial-A-Ride. The request is to amend the application to reprogram \$14,610 from Madera Area Express operations to Dial-A-Ride operations to cover the shortfall. Included the Commissioner’ packet was a copy of the letter from the City of Madera

requesting the amendment.

**Action:** Approve FY 2003/04 Local Transportation Funds – Resolution 03-08 Amendment No. 2

**Administrative Consent Calendar Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg to approve the Administrative Consent Calendar (Item VI. A-C). A vote was called and the motion carried.

**VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**VIII. Miscellaneous**

**A. Items from Caltrans**

Paul Marquez from Caltrans invited the Board to attend a workshop, Wednesday, October 27, 2004 regarding the demonstration of Project Land Uses Transportation Computer model which is housed at the Fresno COG and Madera County Transportation Commission.

**B. Items from Staff**

No items from staff.

**C. Items from Commissioners**

No Items from the Commissioners.

**IX. Adjournment**

Meeting adjourned at 4:00 p.m.

Next meeting set for Wednesday, December 8, 2004.

Respectfully Submitted,

Patricia S. Taylor-Maley, Executive Director  
Madera County Transportation Commission