

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

**Date:** Wednesday, April 17, 2002

**Time:** 4:03 P.M.

**Place:** Madera County Government Center,  
Board of Supervisor Chambers

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

**Members Absent:** Chairman Vern Moss - Supervisor, Madera County  
M.J. Nabors- Councilman, City of Madera  
Gary Gilbert - Supervisor, Madera County

**Policy Advisory Committee:** Above Members present and Caltrans Representatives:  
Alan McCuen

**MCTC Staff Present:** Elizabeth Levine, Project Coordinator  
Sheila Kingsley, Administrative Assistant  
Derek Winning, Planner I  
Tricia Stone, Receptionist

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### I. Public Comment

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

There were no public comments.

### II. Meeting Minutes of March 20, 2002

Upon motion by Commissioner Skeels, seconded by Commissioner Silva, to approve the March 20, 2002 Executive Minutes as written. A vote was called and the motion carried.

### III. Transportation Items

#### A. Public Hearing: "Unmet Transit Needs" within Madera County for FY 2002-03

A Spanish interpreter was provided for the public hearing.

Commissioner Bigelow opened the public hearing at 4:06 p.m.

Staff reported that under the California Transportation Development Act, this hearing opportunity is provided annually to take testimony on potential unmet transit needs within the region. The Commission must, subsequent to the hearing make a determination whether the needs presented are "reasonable" to meet. After all "reasonable" needs have been met through the expansion of existing services, or the creation of new transit systems, the Commission may release remaining TDA funds for street and road purposes (repair, reconstruction, etc.).

The public, interested agencies, and civic groups are encouraged to appear and state those transportation needs which they feel are not currently being met by existing transit services. Testimony should be as specific as possible with regard to those citizens, or groups of citizens, not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed, and any other supporting evidence of information which will help in the evaluation of the "reasonableness" of the requested service.

The Social Service Transportation Advisory Council will meet again on May 1, 2002 to review the testimony from this hearing and will make their recommendation along with MCTC staff at the Commissions next Board meeting on May 22, 2002. At that time the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2002/03 prior to approving claims of Local Transportation Funds for streets and roads.

Chairman Bigelow allowed this time for the public to comment on any unmet transit needs within Madera County.

Testimony was as follows:

Robert Goodrich - Eastern Madera County Senior Transportation Needs Committee  
**Endorsed Madera County's \$19,000 marketing plan for Senior Bus, Escort Program, and MCC.**

Mr. Goodrich mentioned the work of the committee to develop a phased in marketing/expansion plan for the Eastern Madera County transit services. The plan includes a marketing plan, a reimbursement increase for the Escort Program to attract more drivers, and maintenance for a backup vehicle. If ridership levels increase during 2002/2003 a service expansion will be phased in to meet that need. He also stated that only 10% of MCC's ridership are seniors, because many are fearful that they might miss their connection.

Rey Retamoza - La Vina resident

**La Vina and Ripperdan areas need to be connected to Madera County's transportation system.**

Mr. Retamoza often provides rides for others from La Vina into Madera. He stated that many people do not have a way to get into town. Supervisor Silva commented that there are three large subdivisions in La Vina and one in Ripperdan.

Janet Dahlke - Madera Community Hospital, Continuity of Care Community Educator  
**Expand Madera Dial-A-Ride to seven days a week, and include service in "pocket communities" within the county such as Madera Ranchos, La Vina, etc.**

Ms. Dahlke sits on many advisory councils including the Fresno-Madera Area Agency on Aging and the Madera Advocates for Transportation. At every meeting of these groups there are accounts of those who are unable to maintain their independence because of a lack of public transportation. The elderly and disabled are the most affected. Many have problems getting to medical appointments, shopping centers, social services, and family visits. Many Community Hospital patients routinely miss appointments for outpatient services because of a lack of public transportation. Some people are unable to seek medical care until it is such an emergency that an ambulance will take them to the hospital. She urged the Board of Supervisors to make it possible for all to participate in the services and quality of life that Madera County offers.

Julia Hernandez - City of Madera resident - Community Services employee

**Expand MAX and Madera Dial-A-Ride to include areas outside the city: Ranchos, La Vina etc.**

Ms. Hernandez stated that the elderly and families with children depend on MAX for transportation for doctors appointments, shopping, and hospital visits. Many have no other means of

transportation. Need opportunities for those that do not speak English to speak at the hearing. Hopes that the board will hear from the high rate of people in Madera that do not read or write English.

Marta Moreno - City of Madera resident - Community Services employee

**Expand MAX and Madera Dial-A-Ride to include areas outside the city: Road 28**

Ms. Moreno stated that there is a great need for transportation in the rural areas of the county. Many do not have cars. She also suggested the following improvements to the current transit services:

- Bilingual drivers to be able to ask questions, and for directions, destinations
- Drivers to help with shopping bags - increase the number of bags allowed on the bus
- Busses should be marked with the destination and direction of travel
- Busses should have a bell or ringer so riders can signal the driver to stop
- Need bus shelters to keep riders out of the sun/rain

Gwen Gadberry - Oakhurst resident

**Increase marketing to attract new ridership of Madera County's transit systems.**

Ms. Gadberry moved to Madera County one year ago and is a frequent rider of MCC and has used it to transfer to MAX and Madera Dial-A-Ride. She is optimistic that ridership will increase with a successful marketing campaign.

Eileen Roades - FM/AAA, Rancho Hills Seniors.

**Requests a demand-response transit service for the Madera Ranchos Area.**

The comment received was that there is no door-to-door transportation in the Ranchos Area. She requests that a 2-3 day a week dial-a-ride service for seniors in the Ranchos area to Fresno for medical appointments, shopping, etc. be implemented. Ms. Roades stated that she has a friend that depends on the American Cancer Society volunteer driver program for transportation to her medical appointments. However, the service is contingent upon driver availability and usually return trips are not available for several hours after the appointment.

Being no further public comments. Chairman Bigelow closed the Public hearing at 4:37 p.m.

**Action:** No action taken. Information and discussion only.

*B. 2002 State Transportation Improvement Program Status*

2002 RTIP: Staff provided a verbal report on the status of the proposed 2002 Madera County Regional Transportation Program. The California Transportation Commission (CTC) adopted the 2002 STIP at its April 4, 2002 meeting.

2002 ITIP: In response to the California Transportation Commission's (CTC) request to reschedule 2002 STIP proposals, Caltrans Headquarters recommended to the CTC to respread the Madera Amtrak Station relocation project from FY 02/03-03/04 to FY 05/06-06/07.

The CTC heard testimony on April 3, 2002 prior to adopting the 2002 STIP on April 4, 2002. Staff testified and encouraged the CTC to reconsider the delay of the Madera Amtrak Station relocation project. Staff stated that the need for this project is primarily a safety issue and secondly, a benefit to air quality. The new site is in a populated, safe area where transit service is available and it is expected that relocation will result in a significant increase in readership.

The following agencies submitted letters of support to the CTC for consideration:

- Madera County Transportation Commission
- City of Chowchilla
- City of Madera
- Madera County Sheriff's Department

- San Joaquin Valley Rail Committee

Staff was informed that the CTC adopted the 2002 STIP supporting staffs request to program the Madera Amtrak Station Relocation project in FY 02/03 and 03/04.

**Action:** Information and Discussion Only.

C. *Administrative Amendment to the 2000 Federal Transportation Improvement Program. Resolution 00-10 Amendment No. 7.01*

Included in the package was a copy of an Administrative Amendment to the FTIP. The amendment reflected the City of Madera's request to amend four CMAQ projects due to cost increases. This is an administrative amendment because the funds are currently programmed in the FTIP, reserved for CMAQ projects and the City is requesting to increase the costs of the projects utilizing funds the City has reserved for CMAQ projects. The City's amendment is as follows:

1. Prior Years – Purchase two CNG Utility Vehicles – Increase Total Project Cost to \$74,100 (CMAQ - \$66,906; Local \$7,194)
2. Prior Years – Purchase two CNG Pickup Trucks Crewcab – Increase Total Project Cost to \$72,100 (CMAQ - \$63,830; Local \$8,270)
3. FY 00/01 – Purchase one CNG Flatbed Truck (1 ton) – Increase Total Project Cost to \$38,500 (CMAQ - \$34,084; Local \$4,416)
4. FY 00/01 – Purchase one CNG Utility Vehicle – Increase Total Project Cost to \$36,696 (CMAQ - \$32,487; Local \$4,209)

These proposed changes meet the following criteria, which allows this action to proceed as an administrative amendment:

- The change only affects projects which qualify as “Exempt” under Section 93.126 of the Environmental Protection Agency’s Transportation Conformity Rule (August, 15, 1997). Alternative fuel vehicle projects are not exempt; however, the projects included in the amendment have previously been conformed;
- The change will not affect the 2000 FTIP Financial Plan, as it will be funded by revenues made available specifically for these purposes;
- The change will not interfere with the timely implementation of Transportation Control Measures;
- The change is consistent with the adopted and federally approved Regional Transportation Plan; and
- The change is consistent with MCTC’s Resolution 95-09, Federal Transportation Improvement Program Local Adjustment and Administrative Amendment Procedures.

**Action:** Upon motion by Commissioner Silva, seconded by Commissioner Ginsburg to approve Administrative Amendment to the 2000 Federal Transportation Improvement Program. Resolution 00-10 Amendment No. 7.01. A vote was called and the motion passed.

D. *Public Hearing: Amendment to the 2000 Federal Transportation Improvement Program (FTIP). Resolution 00-10 Amendment No. 8; Conformity Re-Determination for the 2000 Federal Transportation Improvement Program including Amendments 1-8 and the 2001 RTP. Resolution No. 02-05.*

Commissioner Bigelow opened the public hearing at 4:44 p.m.

## 1. 2000 FTIP, Amendment No. 8

The City of Madera is requesting to amend the 2000 FTIP to program new Congestion Mitigation and Air Quality Program projects. The amendment is as follows:

Fiscal Year	Requested Change
<u>FY 01/02</u>	<u>Add:</u> Purchase 2 CNG Street Sweepers. Total: \$358,000 (\$266,130 CMAQ; \$91,870 Local)
	<u>Add:</u> Purchase 1 CNG Bucket Lift Truck. Total: \$120,000 (\$106,236 CMAQ; \$13,764 Local)
	<u>Add:</u> Purchase 1 CNG Nutrition Van. Total: \$23,000 (\$20,355 CMAQ; \$2,645 Local)
	<u>Add:</u> Gateway Drive from 4th Street to 9th Street; Signal Coordination. Total: \$120,000 (\$106,200 CMAQ; \$13,800 Local)

## 2. Conformity Finding

The CNG vehicle projects requested by the City of Madera are not exempt from air quality conformity requirements. Although CNG vehicle projects do result in a measurable benefit to air quality, a new conformity finding is required because this type of project was inadvertently omitted from the list of exempt projects in the Clean Air Act. Staff has completed a review of emission reductions expected as a result of implementing the projects listed above. As recorded in the enclosed April 2002 Conformity Re-Determination, the CMAQ projects included in Amendment No. 8 will reduce emissions and therefore will increase the margin by which emission tests were passed prior to addition of the CNG vehicle projects.

A 30-day public comment period is required to comply with air quality conformity regulations. The 30-day public comment period for Amendment No. 8 and the related conformity analysis began on Monday, March 25, 2002 and ended on Wednesday, April 24, 2002. **It was requested that the Commission authorize the MCTC Chair and the MCTC Executive Director to approve (a) Resolution 00-10, Amendment No 8 and (b) Resolution 02-05 on April 25, 2002 if no comments other than minor corrections to be incorporated into the final documents are received by the end of the public comment period.** This request was not typical procedure for the MCTC as there would normally be a completed public comment period at the time of the Commission meeting. However, MCTC staff worked with the City of Madera to program CMAQ projects as expeditiously as possible to assist with meeting CMAQ "Use It Or Lose It" deadlines. No adverse comments were received and the amendment and conformity analysis were signed on April 25, 2002. The documents were delivered to the Fresno County Council of Governments for conformity finding by the designated Metropolitan Planning Organization as required.

The subject documents were enclosed for the Commission's consideration.

Being no further public comments. Chairman Bigelow closed the Public hearing at 4:45 p.m.

**Action:** Upon motion by Commissioner Silva, seconded by Commissioner Ginsburg to authorize the MCTC Chair and MCTC Executive Director to approve (1) the 2000 Federal Transportation Improvement Program Resolution 00-10, Amendment No. 8 and (2) the Conformity Re-Determination for the 2000 Federal Transportation Improvement Program including Amendments

No. 1-8 and the 2001 RTP; Resolution No. 02-05 if no comments other than minor corrections to be incorporated into the final document are received during the 30-day public comment period. A vote was called and the motion passed.

*E. Draft 2002 Federal Transportation Improvement Program with Conformity Determination*

The Draft 2002 Federal Transportation Improvement Program (FTIP) and Conformity Determination were included in the packet for review. The draft document included all projects identified for inclusion by local agencies and Caltrans. Among these projects are the State Transportation Improvement Program projects that were subject to re-spreading. All changes approved by the California Transportation Commission on April 4, 2002 are recorded in the STIP.

MCTC, as the Regional Transportation Planning Agency for Madera County must develop a Federal Transportation Improvement Program (FTIP) to provide a short term (three year) list of specific projects to be funded to indicate how the long term Regional Transportation Plan (RTP) will be implemented. The FTIP establishes priorities for Federal funds and identifies specific funding for highway, road, and street projects, as well as funding for public transit systems.

The FTIP includes a list of projects which have already been programmed for Federal funding, or which are locally funded projects on a Federal route. The FTIP is required to be financially constrained by year, including capital, operating and maintenance costs. "Financially constrained" is defined as including in the plan only those projects and services for which there are funds.

The time frame for this FTIP is October 1, 2002 through September 30, 2005. The FTIP includes projects programmed regionally for funding under the following programs:

- Surface Transportation Program (STP);
- Hazard Elimination and Safety Program (HES);
- Highway Bridge Rehabilitation and Replacement Program (HBRR);
- Federal Transit Administration Section 5310 and 5311 Programs;
- Caltrans' State Highway Operations and Protection Program (SHOPP);
- Congestion Mitigation and Air Quality Program (CMAQ);
- Transportation Enhancement Activities Program (TEA);
- Regional Transportation Improvement Program (RTIP);
- Interregional Transportation Improvement Program (ITIP); and
- Federal Demonstration Program

A public review and comment period is planned to begin no later than April 22, 2002 and will be completed on May 22, 2002. A public hearing will be scheduled for the May 22, 2002 MCTC meeting to hear comments regarding the 2002 FTIP and associated conformity determination after which both documents will be presented to the Commission for approval.

Prior to adopting an FTIP, in response to Federal requirements, the Commission must make a finding that FTIP projects do not result in increased vehicle emissions of nonattainment pollutants or their precursors. Demonstrating air quality conformity of transportation plans and programs is a continuing challenge. After the FTIP has been found to conform to the State Implementation by the MPO (COFCG) and Federal Highway Administration/Federal Transit Administration, it will be incorporated into the Statewide Transportation Improvement Program (FSTIP).

Included in the package was the Draft 2002/03 – 2007/08 Federal Transportation Improvement Program including a draft finding of "conformity" with the State Implementation Plan for air quality.

**Action:** Information and Discussion Only.

F. *Grants: Safe Routes To School Program – Cycle 3, FY 2002/03 and 2003/04 Bicycle Transportation Account, FTA Section 5311 (f), Intercity Bus Program – Cycle 10*

1. The Safe Routes To School Program is a statewide competitive grant that provides up to \$450,000 (10% local match) per project for safety improvements near schools. Eligible projects include: sidewalk improvements; bicycle/pedestrian crossing improvements; traffic calming; and bicycle/pedestrian facilities. The deadline for submitting applications for the FY 02/03 cycle is May 31, 2002.
2. The Bicycle Transportation Account (BTA) provides \$7.2 million annually for city and county projects that improve safety and convenience for bicycle commuters. Agencies must have a current and adopted Bicycle Transportation Plan to be eligible for the grant. The maximum amount an applicant may receive in any one year is \$1.8 million. A local match of 10% is required for each project. Eligible projects include: new bikeways; bicycle parking facilities; bike racks for public transit vehicles; and improvement and maintenance of existing bikeways. Applications for FY 02/03 are due by July 1, 2002. For the FY 03/04 cycle, applications are due December 31, 2002.
3. The FTA Section 5311 (f), Intercity Bus Program will provide \$1.5 million for rural intercity transit capital, planning, and operating assistance projects in FY 02/03. Eligible projects include: vehicle acquisition, bus stop shelters, operating assistance for a new or modified service, and marketing programs. The application deadline is June 15, 2002.

**Action:** Information and Discussion Only.

**IV. Administrative/Fiscal Items**

A. *Report of TDA allocations for Fiscal Years ended June 30, 2001 and June 30, 2000 – Chowchilla, Madera, and Madera County*

MCTC has received the Report of Examination of the Revenues and Expenses of the Transportation Development Act (TDA) allocations for the Fiscal Years ended June 30, 2001 and June 30, 2000 for the City of Madera, City of Chowchilla, and County of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Quady, Brash & Neal Certified Public Accountants.

The report recommends the following to the City of Chowchilla:

City of Chowchilla:

1. The City of Chowchilla has over-claimed transit funds of \$26,900 in excess of actual operating costs, less actual ticket revenues and other transit revenues. This matter has been discussed with the City of Chowchilla and their outside consultant.

The audit is recommending that the City return the \$26,900 transit over-claim to the MCTC for Chowchilla's use in claims of future transit expenditure reimbursements.

Audits were included in the package.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg to accept Report of TDA allocations for Fiscal Years ended June 30, 2001 and June 30, 2000 -- Chowchilla, Madera, and Madera County. A vote was called and the motion passed.

*B. 2002-03 MCTC Overall Work Program and Line Item Budget – Resolution 02-04*

Included in the package was the 2002-03 MCTC Overall Work Program and Line Item Budget – Final. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans by March 1 of each year for review and comment. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. The draft document was circulated for local agency and Caltrans review beginning in February. Comments received are reflected in the final document.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Silva to approve the FY 2002-03 MCTC Overall Work Program and Line Item Budget by Resolution 02-04. A vote was called and the motion passed.

**V. Miscellaneous**

*A. Items From Caltrans*

No Items from Caltrans.

*B. Items From Staff*

Staff reported that Patricia Taylor-Maley, MCTC Executive Director, had a baby boy on April 17, 2002. She should return to work in June 2002.

*C. Items From Commissioners*

No items from Commissioners.

**VI. Adjournment**

Meeting adjourned at 4:57 p.m.

Next meeting set for Wednesday, May 22, 2002.

Respectfully Submitted,

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