

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, April 18, 2007
Time: 3:00 P.M.
Place: City of Madera Council Chambers

Members Present: Chairman Frank Bigelow – Supervisor, Madera County
Robert Poythress – Councilman, City of Madera
Max Rodriguez – Supervisor, Madera County
Alfred Ginsburg – Councilman, City of Chowchilla
Alt. Ronn Dominici – Supervisor, Madera County

Members Absent: Vern Moss – Supervisor, Madera County
Vice Chairman Sam Armentrout – Councilman, City of Madera

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Alan McCuen and Sharri Bender Ehlert

MCTC Staff Present: Patricia S. Taylor, Executive Director
Derek Winning, Planner II
Troy McNeil, Planner I
Richard Poythress, Planner I
Sheila Kingsley, Administrative Assistant

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. *Request for Letters of Support – Route 65*

The Commission Policy Board at its February 21, 2007 meeting adopted Resolution 07-02 to support, in concept, the Foothill Highway/Freeway (State Route 65) planning study. A letter was mailed to each local jurisdiction requesting each agency to consider this issue and affirm the action of the Commission. Included in the Commissioner's packet was a copy of the letter that was sent on March 26, 2007 to the local jurisdictions.

Action: Information and Discussion Only

Transportation Consent Calendar Action: Upon motion by Commissioner Dominici, seconded by Commissioner Poythress to approved the Transportation Consent Calendar (Item III A). A vote was called and the motion carried.

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. *Public Hearing: 2007-08 Unmet Transit Needs*

This time is reserved for public comments related to the Public Hearing on “Unmet Transit Needs” within Madera County.

Under the California Transportation Development Act (TDA), 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 that 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 (SSTAC) will meet on May 2, 2007 to review the testimony from this hearing and will make their recommendation along with MCTC staff at the Commission’s next Board meeting on May 23, 2007. At that time the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2007/08 prior to approving claims of Local Transportation Funds for streets and roads purposes.

3:01 p.m. Chairman Bigelow opened the floor for public testimony. Albert Luna was available for Spanish interpretation.

Testimony received is as follows:

MADERA

Harold Buely, Madera, Dial-A-Ride phone service needs to be improved. Is not available before 8am despite being advertised as opening by 7am. People who call DAR are intimidated and treated rudely by phone operators. They are rushed and treated disrespectfully. Many people with mental health problems are afraid to call. DAR phone operators need sensitivity training. Must show respect and patience to customers.

Bus parks out on street instead of in front of Hope House. Cannot hear the bus horn from inside of building so someone has to constantly check to see if the bus has arrived. Drivers need to be consistent where they drop riders off.

On-time performance issues. Late for many appointments.

John Cusaac, Instructor - Madera Community College Center, Fixed route service to Madera Center needs to be expanded. Students with evening classes have no transportation after school lets out. More regular, scheduled service is needed, particularly in morning and evening.

Transit services need greater publicity. Students need more information on available services and schedules. Information should be posted on web site.

Jim Chin, Dean – Madera Community College Center, regular transit service from city of Madera to Community College needs to be established. Survey results showing potential student ridership are available. Specifically requests stops at 7:30am, 12:30pm and 5:30pm. Dr. Chin provided staff with a packet containing the results of a campus wide survey.

Doris Harley, Chowchilla, MCC service between Chowchilla and Madera needs to be established on Saturday.

Tamala Fields, Center for Independent Living, Dial-a-Ride phone operators need sensitivity training. Receives constant complaints from clients. Operators don't know how to speak to people with disabilities and are unfamiliar with ADA requirements.

Students with disabilities have to sit in unsheltered areas for a long time waiting for Dial-a-Ride. Then they have to sit on the bus for a long time. A fixed route system is needed to address these problems.

David Barker, expressed the need to expand operating hours of MAX until 9 or 9:30pm. Offer service on Sundays so that he can go to the movies. Notes that Fresno transit runs until 10pm.

Would like to take classes at Madera Center if transit is available.

Esther Capuchino, Hope House, Madera, Dial-a-Ride is not on time, causing people to miss appointments/work. Left waiting for two hours outside.

Those with anxiety and depression have a difficult time dealing with phone operators. Also have difficulty handling the long ride all around town.

DAR needs to pick up in front of Hope House, instead of out on the street. Indoor/sheltered waiting areas are essential, especially when wait times are long.

MCC needs additional stops in the mountains. Only one stop in North Fork.

Transfer from MCC to FAX needs to be more convenient.

Joseph Coulombe, Heartland Opportunity Center, incremental expansion of MAX and DAR systems needs to continue, especially vis-à-vis education and employment. Expand hours and routes.

Quality of service will improve farebox returns. Improve customer service and sensitivity of staff. Increase on time performance.

Nancy Fitzgerald, Madera County Behavioral Health, DAR reliability.

Ashley Calhoun, Madera Center, MAX bus needs to visit Madera Center.

Martha Moreno, Madera, MAX bus stops need to be improved. Additional benches and shelters are needed, especially for riders who are pregnant or have small children.

Cynthia Ortegon, Madera, need transportation to Madera Center. Classes cancelled because people can't make it out there.

Gwendolyn Palmer, Madera, DAR performance needs to be improved. Couldn't get to her job on time. Can't get a DAR reservation with one day notice. DAR leaves you behind and will not turn back to pick you up.

Expand DAR/MAX services. Needs to go out to Madera Center.

More bus shelters/benches needed at stops for disabled/elderly/mothers.

Improve customer service. Sensitivity training for drivers. Too much driver turnover due to low wages and lack of communication with dispatchers. Dial-a-ride is being run poorly.

Alfonso Lopez, Madera, supports other comments being made. Transportation is important and enhances

quality of life for the community.

Carol Powroznik, Hope House, Dial-A-Ride buses are full, not enough room for people with wheelchairs. Dial-a-ride unreliable, 4-hour delay.

CHOWCHILLA/OAKHURST

Videoconferencing facilities were not available this year due to the relocation of the Board of Supervisors to a new building. Therefore, no comments were heard from remote locations at the public hearing.

WRITTEN COMMENTS

Norma Kaser, President – Reedley College North Centers Faculty Association, lack of service between City of Madera and Madera Center “creates a hardship for many of our students who are representatives of a lower socio-economic status. Supports a new bus route between Madera Center and City of Madera.

Janet Ross, Madera Center Library, There is a need for a regular bus service to Madera Center. The growth of the college since 1996 shows the commitment to providing an outstanding educational facility.

Daniel Rivera, Educational Advisor - Madera Center, MAX service needs to be provided between city limits and the Madera Center. Dial-A-Ride is not adequate and seldom provides service in a timely fashion.

Jason Penland, Madera County resident, MCC service “does not seem to support any kind of ability to get to or from the Childrens Hospital at anything approaching normal business hours”. Commuting between Madera and Fresno is not possible for most normal work schedules. Is there any plan to expand the bus service to support such an option?

Sandra Martin, Chowchilla, would like MCC bus to drop off two blocks closer to the Camarena Health Center in Chowchilla. Elderly or immobile patients have difficulty traversing this distance.

Hubert Walsh, Director, Madera County Department of Social Services, would like to see a covered bus stop in front of the Social Services building at 720 E Yosemite Avenue. Clients are transit dependent and are frequently exposed to the elements while waiting for the bus. Current stop is across the street.

Diane Felix, Madera Center, would like to see bus service to the Madera Center from Downtown Madera and the Madera Ranchos. Works at college and does not want to drive. Many students and parents would like to see a bus service established for transportation to the college.

Alisha Carlson, Mental Health Case Worker – Oakhurst Counseling Center, stated that there is a need for a scheduled bus system or other alternative transportation in rural areas such as Oakhurst, North Fork, and Coarsegold. There is a complete lack of public transportation in the rural areas. More transportation will help clients improve their social skills and assist in their transition to independence. They need transportation to doctor’s offices, grocery stores and appointments with clinicians or group therapy.

Melissa Urena, Case Manager – Welfare to Work, expressed that the service provided to Madera Center, Madera Adult School and the Parkwood area isn’t sufficient. Need to extend MAX to areas outside of the city limits. Extend to later evening hours and earlier morning pick-ups for those employed and attending school. Improved transportation system will improve economic conditions in the area.

DAR is frequently late. One client lost her job due to lateness of DAR. Clients rely on MAX and DAR for transport to school, work, counseling appointments and job hunting.

Marketing is needed to improve the image of the system. Some clients feel embarrassed or stigmatized when using Madera public transit. Clients gain more independence if they can master the bus route. Look to trolley-like buses in Clovis and advertising in Fresno for examples of a professional bus service.

Bobbie Hodges, expressed the need for Saturday service between Chowchilla and Madera on the MCC would connect the people of the two cities. Although MCC service has improved, during the weekend, Chowchillans cannot visit Madera to shop or go to the movies. Also Bus stop needed at the Madera Community Action Partnership.

Jennifer Strait, Mental Health Case Worker - Oakhurst Counseling Center, there is a need for additional transit in Eastern Madera County. The senior/disabled bus does not service the general public and is confined to a 1-mile radius around Oakhurst, leaving North Fork uncovered. Sometimes it is too crowded, leaving people without a ride. Need a public transit system to run the whole Eastern Madera Area only, available to the general public. Her office only has one vehicle to transport multiple people and has to share it with another case manager. There is no general public transit system for the mountain areas. Eastern Madera County Escort Service is too expensive and is available only on a first come, first served basis.

MCC service needs to be increased to and from the Oakhurst area. Find a way to get another bus and have more than 1 or 2 running the MCC transit route to the Eastern Madera area, thus allowing for more return times to the area during the day. Residents leaving Oakhurst in the morning for Madera can't get back up the mountain until late in the evening. People have jobs and can't take the whole day off to make it down to Madera for a much needed appointment.

Being not further Testimonies, Chairman Bigelow closed the public hearing at 4:05 p.m.

Action: Information and Discussion Only.

B. Public Hearing: DRAFT 2007 Federal Transportation Improvement

Notice of Public Hearing on the DRAFT 2007 Regional Transportation Plan & EIR Re-Certification; 2007 Federal Transportation Improvement Program Amendment No.2; 2007 Public Participation Plan and Corresponding Air Quality Conformity Analysis.

The Regional Transportation Plan is a comprehensive long-range planning document that covers a 25-year period. The RTP is required to be financially constrained and includes a Policy Element that reflects the goals and objectives of the region, an Action Element that includes the programs and projects that implement the RTP, and a Financial Element that balances the cost of the planned projects against the projected available revenues.

- The Federal Transportation Improvement Program is a listing of capital improvements, and operational expenditures utilizing federal and state monies anticipated to be used in Madera County during the next four years.
- The Air Quality Conformity Analysis contains the documentation to support a finding that the 2007 FTIP Amendment No. 2 and 2007 RTP meet the air quality conformity requirements for ozone, and particulate matter.
- The Public Participation Plan is a document that demonstrates and guides MCTC's commitment to public involvement in the transportation planning process. The plan outlines how the public is engaged with timely public notice; accurate and complete information; access to key decisions; and opportunities for early and continuous involvement in the transportation planning process.

A 45-day public review and comment period will commence on March 5, 2007 and conclude the day of the public hearing on these matters. The draft documents are available for review at the MCTC office, located at 1816 Howard Road, Ste 8, Madera, CA 93637 or on the MCTC Website at <http://www.maderactc.org>.

Public comments are welcomed at the hearing, or may be submitted in writing by 3:00 PM, April 18, 2007 to the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC

Policy Board at a regularly scheduled meeting to be held on May 23, 2007. The documents will then be submitted to state and federal agencies for approval.

Chairman Bigelow opened the floor for public comments at 4:06 p.m.

Hearing no public comments, Chairman Bigelow closed the floor at 4:07 p.m.

Action: Information and Discussion Only.

C. *Trade Corridor Improvement Fund – List of Project and Goods Movement Study*

Now that the California Transportation Commission (CTC) has allocated two components of Proposition 1B, attention will begin to be focused on components regard freight and goods movement. The Trade Corridor Improvement Fund (TCIF) component of Prop 1B makes available \$2 billion for the CTC to allocate along trade corridors of national significance. The CTC held its kick-off meeting for the TCIF process on March 16, 2007 in Sacramento. TCIF funding will be overseen by the CTC but will be subject to Legislative action via Senate Bill 9. A working group is working closely with the CTC on developing guidelines for funding. It was forecast (CTC staff) that it will take approximately one year to develop the TCIF Program with a target date for adoption of March, 2008. At this meeting there were presentations from three of the four priority trade corridor geographic areas (Southern California, Bay Area, San Diego) with no presentation by the fourth, the Central Valley area. With this in mind, it becomes very apparent that we (eight valley COGs) need to "expedite" the development of our San Joaquin Valley Goods Movement Action Plan in order to position ourselves for a shot at some of the funding. In order to jump start this process, the Council of Fresno County Governments (Fresno COG) has taken a lead in organizing the Action Plan. Fresno COG is requesting the Valley COGs to provide information i.e projects, maps, background info, etc. for the goods movement projects in its county. This information would then be compiled into a Goods Movement Plan for the SJV. An overall valley wide perspective will also need to be developed.

Madera may propose to include widening SR 99 to 6 – lanes throughout Madera. Cost estimates and project descriptions are necessary in the development of a proposal.

Action: Information and Discussion Only.

D. *FINAL Coordinated Public Transit-Human Services Transportation Plan*

Coordination of transit services has been discussed and focused on for more than 20 years as means to provide more efficient and effective to citizens, particularly those in rural areas and who use flexible transit modes. Potential benefits from coordination include (from TCRP report 101):

- Lowered trip costs for travelers and human service agencies
- Extended service hours and services to new areas and people
- More trips made by persons needing transportation
- Services become more responsive to schedules, points of origin, etc
- Greater emphasis on safety and customer service
- More door to door service
- More flexible payment and service options

Two recent events occurred that have lifted coordination to a local, state, and federal priority. In 2004, President Bush issued an executive order on human service transportation “to enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation disadvantaged” through coordination of transportation services. The executive order contained five provisions:

1. Coordinated Transportation Planning
2. Vehicle Sharing
3. Cost Allocation

4. Reporting and Evaluation
5. Creation of Consolidated Access Transportation Program

In 2005, Congress passed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU. This is the most recent reauthorization of the ISTEA and TEA21 surface transportation bills. Transit, and particularly transit coordination, received increased focus in this bill. Funds were allocated for Section 5310 (Human Service Transportation) and 5311 (Rural Public Transportation). In addition, Section 5316 formalized the Job Access Reverse Commute (JARC) and made funds accessible for non-metro areas. Section 5317 created the New Freedom program which is targeted towards the expansion of services in an effort to expand ADA accessible service.

A key component of this legislation required the creation of a “locally developed human service transportation coordination plan.” More specifically, funds distributed to 5310, 5316, and 5317 programs must be in agreement with these locally developed plans. To help develop a transportation coordination plan for Madera County, the Madera County Transportation Commission helped form a Coordination Committee that would represent the different demographic populations in the area. With input from the committee, a coordinated transportation plan was developed.

Action: Upon motion by Commissioner Poythress, second by Commissioner Rodriguez to approve Resolution 07-04 Human Services Public Transit Coordinated Transportation Plan. A vote was called and the motion carried.

E. San Joaquin Valley Policy Council Appointments

The Commission at its September 2006 meeting appointed the following members to the San Joaquin Valley Policy Council:

1. Steve Mindt, Councilman, City of Madera (now Mayor)
2. Ray Warner, Councilman, City of Chowchilla (now former)
3. Max Rodriguez, Supervisor, County of Madera – Alternate

The Policy Council consists of elected officials representing the eight San Joaquin Valley Council of Governments (San Joaquin; Stanislaus; Merced; Madera; Fresno; Kings; Tulare; and Kern Counties). The purpose of the Council is to develop a process and framework for establishing formal San Joaquin Valley positions on issues where valleywide consensus exists.

Action: Appoint two Policy Council members and two alternates.

Staff was directed to hold this Item until the next meeting of MCTC. Commissioner’s would like to go back to their respected Boards and discuss recommendation for appointments to the SJV Policy Council.

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

Action: The Commission unanimously approved to reaffirm all actions taken while sitting as the Transportation Policy Committee.

VI. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes of March 21, 2007

Included in the Commissioner’s packet was a copy of the March 21, 2007 Executive Minutes for review.

Action: Approve Executive Minutes of March 2, 2007.

Administrative Consent Calendar Action

The Commission unanimously approved the Administrative Consent Calendar.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. *Commission Relocation - Update*

Staff provided a verbal update and handout.

Action: Upon motion by Commission Dominici, second by Commission Rodriguez to request for a reconsideration of previous action that was taken on this Item at the last meeting of the Commission and to bring this Item back to the Board at the next meeting of the Commission for reconsideration and discussion. A vote was called and the motion carried.

B. *FY 2006/07 Local Transportation Fund Allocation Resolution 06-10 Amendment No. 3*

The County of Madera requested to amend its 2006/07 Local Transportation Funds (LTF) at the Commission's February 21, 2007 meeting. The amendment request was to reallocate 2006/07 LTF funds due to the increase in 2006/07 State Transit Assistance (STA) funds and to carryover unexpended LTF funds from prior years, include bicycle pedestrian facilities funds in the amount of \$283,303, to Street Maintenance in FY 2006/07. The Commission took action by approving Resolution 06-10 Amendment No. 1. There was a staff oversight in preparing the resolution for approval, Bicycle and Pedestrian Facilities funds are to remain in the bicycle pedestrian facilities account and can not be carried over into street maintenance as approved by the Commission. Commission staff is requesting to amend the County's 2006/07 to reverse this portion of amendment to the LTF. Therefore the amendment is as follows:

- 2006-07 LTF: reduce Street Maintenance by \$283,303 to reflect a total of \$2,684,891; and add \$283,303 to Bicycle and Pedestrian Facilities to reflect a total of \$331,502.

The City of Madera is requesting to amend FY 2006/07 LTF as follows:

- Reduce Street Construction – Misc. Street Construction Projects by \$200,000 (from \$944,007 to \$744,007); and add the \$200,000 to Street Maintenance (from \$800,000 to \$1,000,000)

Action: Upon motion by Commissioner Poythress, second by Commissioner Dominici to approve FY 2006/07 Local Transportation Fund Allocation Resolution 06-10 Amendment No. 3. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. *DRAFT: Administrative Code of the Madera County Transportation Authority*

Included in the Commissioner's packet was a copy of the DRAFT Administrative Code of the Madera County Transportation Authority. The purpose of this document is to outline the purposes and duties of the Authority Board and its staff. The Administration Code includes the following:

- Definitions
 - Powers, Authority, and duties of the Governing Board
 - Administration
 - Contracts
 - Budgets, Reports, Investments and Disbursements
 - Conflict of Interest
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- Allocation of released funds; allocation of excess funds; termination and disposition of assets

- Miscellaneous

Action: Circulate for review and direction may be provided.

B. Authorization to Review Confidential Transactions and Use Tax Information – Authority Resolution 07-02

Revenue and Taxation Code section 7056 restricts the release of confidential transactions and use tax records to officers or employees of local jurisdictions who are designated by a resolution of the legislative body of the jurisdiction, or by a letter of designation, if such authority to designate has been granted by the resolution.

If the Authority wishes to obtain confidential registration and/or allocation data for the new transactions and use tax – Measure “T”, a resolution must be adopted authorizing county officials or employees to review such information. Included in your package is a copy of Resolution 07-02 authorizing the Executive Director to obtain registration and/or allocation data concerning Measure “T”.

Action: Upon motion by Commissioner Poythress, second by Commissioner Ginsburg to approve Authority Resolution 07-02. A vote was called and the motion carried.

C. DRAFT FY 2007/08 Annual Work Program Budget

The draft of the 2007-08 Annual Work Program was included in the Commissioner’s packet. Per Authority policy the AWP is prepared annually and serves as the funding authority for projects advanced by the agencies. The program recognizes funds available for projects according to the Measure “T” Investment Plan programs. It also provides a line item, not to exceed budget for each program commitment being advanced by one of the agencies. The estimated annual revenue project is furnished by the County Auditor.

Action: Information and Discussion Only.

IX. Miscellaneous

A. Items From Caltrans

Alan McCuen was presented with a certificate of Appreciation from the Commission. Mr. McCuen will be retiring at the end of the month.

Alan McCuen introduced Sharri Bender Ehlert. Ms. Ehlert has been appointed Caltrans District 06 Deputy District Director.

B. Items from Staff

Staff discussed the upcoming CTC Public Hearing for the Regional Transportation Improvement Program. The Public Hearing is scheduled for May 2, 2007.

C. Items from Commissioners

No Items from Commissioners.

X. Adjournment

Meeting adjourned at 4:50 p.m.

Next meeting set for Wednesday, March 23, 2007

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission