

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

**Date:** Wednesday, April 19, 2006  
**Time:** 3:00 P.M.  
**Place:** Madera County Government Center,  
Board of Supervisor Chambers

**Members Present:**

Chairman Gordon Skeels – Councilman, City of Madera  
Frank Bigelow – Supervisor, Madera County  
Robert Poythress – Councilman, City of Madera  
Alt. Al Lucchesi – Councilman, City of Chowchilla

**Members Absent:**

Gary Gilbert– Supervisor, Madera County  
Max Rodriguez – Supervisor, Madera County  
Alfred Ginsburg – Councilman, City of Chowchilla

**Policy Advisory Committee:**

Above Members present and Caltrans Representatives:  
Marc Birnbaum

**MCTC Staff Present:**

Patricia S. Taylor, Executive Director  
Sheila Kingsley, Administrative Assistant  
Derek Winning, Planner II  
Sarah Ross, Planner I

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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. State Highway Operation & Protection Program (SHOPP) - Status**

Per MCTC's agreement with Caltrans, Caltrans on a quarterly basis submits to MCTC a status report on Caltrans' State Highway Operation and Protection Program. Included in the Commissioner's packet was a copy of April 2006 status report.

**Action:** Information and Discussion Only.

**B. San Joaquin Valley Blueprint Summit – June 28, 2006**

The San Joaquin Valley Blueprint Summit is scheduled for Wednesday, June 28<sup>th</sup> in Fresno at the Fresno Convention Center. Staff will forward registration materials/information as soon as it becomes available.

**Action:** Information and Discussion Only.

**C. *Authorization of 2005-06 Federal Transit Administration Grant Application for Heartland Opportunity Center – Resolution 06-06 Study***

Heartland Opportunity Center, Inc. submitted a FY 2005/06 FTA Section 5310 grant application for capital equipment. The applications is as follows:

*Heartland Opportunity Center, Inc.:* Purchase two Minivans Type IV (five ambulatory passengers; capable of carrying two wheelchairs) to replace two high mileage vehicle in its fleet. Purchase one "Modified Van" (eight ambulatory passengers and one wheelchair bound passenger) to replace one high mileage vehicle in its fleet. Also, purchase one Minivan Type IV (five ambulatory passengers; capable of carrying two wheelchairs) for the expansion of existing service. The existing vans will be used as backup vehicles. Purchase communications equipment consisting of four Mobile Radios. The funding request is for \$182,000 in statewide competitive Federal Funds. A local match of 20% is required.

Heartland Opportunity Center Incorporated is a private, non-profit organization that provides a wide range of services for adults with disabilities within Madera County. Their services include; evaluations, training, job placement services, and employment for their clients. They have been incorporated for 33 years and have 15 members on the Board of Directors.

Heartland presently has 167 persons receiving services; all of who live in Madera County. All of their clients have some form of disability' and with only a few exceptions, they have developmental disabilities. This includes some degree of mental retardation for most of the clients that they serve. A majority of the clients that Heartland Opportunity Center serves have multiple disabilities. Seventeen percent of the clients are elderly and having a developmental disability.

Heartland Opportunity Center normally has no more than two or three of their clients with a driver's license or access to a car. Therefore, transportation is a major need for the clients served in order for them to succeed in their goals for rehabilitation.

Heartland Opportunity Center, Inc., requires an additional bus to keep up with the growth in the client volume that require transportation service and to insure that their clients arrive on time and in a safe manner to the various site locations for their clients.

**Action:** Approve Resolution 06-06 recommending submittal of Heartland Opportunity Center, Inc., FY 2005-06 Section 5310 application for service expansion vehicles.

**D. *Save Proposition 42***

The legislature failed to get an infrastructure bond package that included a Proposition 42 fix on the June ballot, so the California Alliance for Jobs is still moving to qualify an initiative for the November ballot.

The California Alliance for Jobs is currently seeking the endorsement and help of businesses, labor, elected officials and transportation planning organizations that have a vested interest in California's transportation future.

The official endorsement form was included in the Commissioner's packet as well as background information.

**Action:** Recommend endorsement of placing an initiative on the November ballot to close the Proposition 42 loophole.

**E. *AB 1878 (Parra) – Establishing a Valley MPO Advisory Council***

Included in the Commissioner's packet is a copy of a letter written to Honorable Jenny Oropeza, Chair of the Assembly Transportation Committee on behalf of the Madera County Transportation Commission (MCTC), to express our opposition to Assembly Bill 1878 by Assembly Member Parra as it is currently written. Staff

had a chance to express our concerns with Ms. Parra at a meeting held on Friday, March 17<sup>th</sup>, where over 30 people were in attendance from the greater San Joaquin Valley counties represented by both elected and senior staff officials.

Specifically, staff is opposed to AB 1878 for the following reasons:

- The bill would duplicate existing MPO powers and authorities vested in the current Councils of Governments.
- The bill excludes the three largest valley counties – San Joaquin, Stanislaus and Kern.
- The bill would take over existing federally designated MPO authorities and, in some cases, voter approved transportation sales tax expenditure plans by requiring the “advisory” committee adopt a regional transportation plan which then must be adopted by all participating counties.
- The “advisory” committee would avert efforts currently underway through the Governor's San Joaquin Valley Partnership and the Council of Governments' Blueprint Planning Process relative to transportation and goods movement, Water Resources management and development, environmental quality and housing and growth measures, to name a few.

**Action:** Authorize the Chair to sign the enclosed letter opposing AB 1878 (Parra) as written and forward to Honorable Jenny Oropeza, Chair for the Assembly Transportation Committee.

**F. Administrative Amendment – 2004 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – Resolution 04-13 Amendment No. 8**

This amendment is per the request of the City of Chowchilla and affects already programmed CMAQ projects as follows, we are also correcting the version note on one City of Madera 5307 project to correctly note its status as an active project:

**City of Chowchilla:**

MAD302041 – CMAQ Program; purchase video/teleconferencing equipment;  
(delay \$30,000 Const from 2006/07 to 2007/08)

MAD302042 – CMAQ Program; purchase 1 CNG street sweeper;  
(increase CMAQ funding to \$116,000)

**City of Madera:**

MAD213049 -- Section 5307 Program; purchase 2 buses FY 2005/06  
(correct version note to remove “delete”)

**Action:** Approve Administrative Amendment - 2004 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – Resolution 04-13 Amendment No. 8

**G. Grant: San Joaquin Valley Alternative Fuel Infrastructure Program**

The San Joaquin Valley Air District has a new program that will help fund alternative fuel infrastructure projects (fueling stations) including CNG, LNG, LCNG, H2, Hythane, propane, etc., based on qualifying criteria. The letter of description and application was enclosed in the Commissioner’s packet.

The program is on a first-come, first-served, basis and funds are limited. Please contact Chris Acree at (559) 230-5800, or [chris.acree@valleyair.org](mailto:chris.acree@valleyair.org) if you have additional questions.

**Action:** Information and Discussion Only.

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

#### IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. **Public Hearing: “Unmet Transit Needs” within Madera County for Fiscal Year 2006-07 – Video Conference Locations: Oakhurst Community College, and Chowchilla Public Library**

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, 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 (SSTAC) will meet on April 27, 2006 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 17, 2006. At that time the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2006/07 prior to approving claims of Local Transportation Funds for streets and roads purposes.

3:07 p.m. Chairman Skeels opened the floor for public comment. Anna Watrous Was available for Spanish interpretation.

Testimony received is as follows:

**Chowchilla**

No Public testimony.

**Oakhurst**

No Public testimony.

**Madera**

Rosa Lopez (*Frente Indigena De Organizaciones Binacionales*)

Stated that she lives in Madera and sees a need for public transportation for farm workers who work in Madera County.

Rey Leon (*Latino Issues Forum*)

Also stated that there is a need for public transportation for the farm workers. Mr. Leon stated that Kings County has a van pool program for farm workers and would like for Madera to consider a van pool program.

Claudia E. Soria-Delgado (*La Uniondel Pueblo Entero*)

Also expressed the need for a van pool program for Madera County farm workers.

Carolina Soto (*Frente Indigena De Organizaciones Binacionales*)

Has lived in Madera for 15 years and stated that there is a need for a van pool program for Madera County’s farm workers. She also requested for the Board to consider starting a van pool program for Madera County.

Being no further comments, Chairman Skeels closed the public hearing at 3:25 p.m.

**Action:** Receive Testimony – Information and Discussion Only.

**B. State Transportation Improvement Program (STIP) Policy Change Impact on Measure “A” Renewal**

During the development of the 2004 Regional Transportation Plan (RTP) for the first time a Regional Project Prioritization Study was developed for capacity increasing projects. MCTC Staff recommended that 100% of the projected STIP Program through the year 2030 (\$93 million) be utilized for capacity increasing projects. The Study identified over \$650 million in capacity projects not including improvements to SR 99, which were assumed to be funded by Caltrans through the ITIP. MCTC Staff also acknowledged that Reconstruction and Rehabilitation projects, although eligible under current CTC Guidelines, are not favored by the CTC and during the current State Financial Crisis allocations became somewhat competitive statewide. At that time, however, local agency staffs were adamant that the STIP Program remain available for local road rehabilitation due primarily to a lack of other funding mechanisms to keep up with the deterioration of the current system. In July of 2004, the MCTC Policy Board approved the RTP with a STIP Policy of 60% Regional Priorities and 40% Local Rehabilitation.

Since then the CTC issued a FY 2005/06 STIP/SHOPP Allocation Plan and Criteria in June of 2005. The Allocation criteria set forth priorities for project allocations. There are three main categories of projects in the allocation plan. All projects in the first two categories must be funded prior to any project in the third receiving funding. The first two categories include: the SHOPP Program; Interregional capacity projects; Local capacity projects; and operational improvements; etc. The third category includes: local road rehabilitation and reconstruction; and bicycle and pedestrian projects, etc. It is important to note that since the CTC resumed allocations to projects in 2005, following the State Financial Crisis, local road rehabilitation and reconstruction projects have not been eligible to receive allocations. CTC Staff has indicated that this Allocation Policy will remain in effect for the foreseeable future. There is a current backlog of STIP Projects that have been delayed since 2002 in the amount of \$1.7 billion. Even if all of the category 1 and 2 projects are delivered in a given year, local road rehab projects will face allocation competition from the category 1 and 2 projects the next year. The bottom line is that local road rehabilitation and reconstruction projects prevent the Madera County Region from accessing millions of dollars for needed capital improvements.

In September 2005, the CTC released its 2006 STIP Fund Estimate that provided for \$455 million in programming capacity. A disturbing trend is reflected in the fact that annual State Highway Account (Gas Tax) receipts level off over the five year period and the SHOPP Program grows from \$1.5 billion to \$2.5 billion annually over the same period. The entire 2006 STIP Program then becomes totally reliant on Proposition 42 transfers to the State Highway Account which of course is subject to the annual State Budget process. The CTC’s priority for programming included cost increases on existing projects and new projects for counties with unprogrammed balances, like Madera County. MCTC Staff recommended that local agencies only submit projects for inclusion in the STIP that met with the CTC Allocation Plan and Criteria. Not all agencies complied with that request. As a result, MCTC submitted a RTIP proposal to CTC that included several road rehabilitation and reconstruction projects. The MCTC STIP Policy of 60% Regional Priorities and 40% Local Rehabilitation prevents the Madera County Region from accessing 40% of the funds available in the STIP Program. Acknowledging the severe need for local road rehabilitation funds, MCTC Staff reported at the January Board Meeting, that the TAC would continue to monitor the situation and would recommend a policy change during the 2007 RTP process in preparation for the 2008 STIP.

On April 7, 2006, CTC Staff released its staff recommendations for the 2006 STIP Adoption. The Madera County Regional programming target was \$14.9 million; CTC Staff has proposed to program \$7.6 million which includes the SR145 & SR99 Interchange Improvements (a Regional Priority) but does not include the several road rehabilitation projects that were submitted.

MCTC Staff in coordination with local agency staffs propose to change the current MCTC STIP Policy to 100% Regional Priority Projects contingent upon the passage of the Measure A Renewal. MCTC Staff contends that the unstable funding situation of STIP Program combined CTC Allocation Criteria necessitates a change in STIP Policy that would strategically pursue Regional Priority projects that are favorable to the CTC. The local agency staffs acknowledge the trend, however are comfortable with the policy change contingent on the passage of Measure A, which is heavily weighted toward local street and road rehabilitation

and maintenance.

The timing of this proposal will allow for a Measure A Expenditure Plan that has real geographic equity and provides for needed high profile Regional Priority Projects that have been public opinion survey tested. A change in STIP Policy and subsequent passage of Measure A will significantly increase access to STIP funds through leveraging. The Measure A Expenditure Plan Regional Streets and Highways Program (25% of Measure A funds) would assume the combination of 100% STIP Program funding and would require a minimum 20% developer contribution. The remaining 75% (minus a nominal amount to Transit) of Measure A funds would be available for local street and road reconstruction, rehabilitation and maintenance projects.

**Action:** Upon motion by Commissioner Bigelow, seconded by Alt. Commissioner Lucchesi to change MCTC STIP Policy to 100% Regional Priority Projects, contingent upon passage of Measure A Renewal on the November 2006 ballot. A vote was called and the motion carried.

**C. California Partnership for the San Joaquin Valley**

A Public Forum on the future of the San Joaquin Valley hosted by the California Partnership for the San Joaquin Valley is scheduled for the following date:

Friday, May 19, 2006

Time - TBD

Children's Hospital of Central California

Governor Schwarzenegger established the California Partnership for the San Joaquin Valley by Executive Order in June 2005 to address the economic challenges in the eight counties that comprise the San Joaquin Valley region. The Partnership is preparing a Strategic Action Proposal for submission to the Governor by November. The purpose of this Public Forum is to obtain the input and recommendations from civic leaders and residents in Madera County regarding priorities for action that will improve the economic well-being and quality of life for the San Joaquin Valley.

The Public Forum will include invited testimony from representatives of government, business and community organizations as well as input from all participants. For more information and briefing materials for the Public Forum, please visit the website for the Business, Transportation and Housing Agency – [www.bth.ca.gov](http://www.bth.ca.gov) or call Ms. Heidi Arno at the Great Valley Center at (209)522-5103.

**Action:** Information and Discussion Only.

**D. Madera Ranch Inc. Quarry Project**

Per Supervisor Gilbert's request, this time is reserved to discuss the Madera County Ranch Inc. Quarry Project. Included in your package are the following related to the project:

- Madera Tribune article (March 30, 2006)
- Madera Ranch Inc. Quarry Project Information
- Bates Station Neighbors – concerned residents

**Action:** The Commission Policy Board directed staff to write a letter of support on behalf of MCTC to the Madera County Board of Supervisor's and Planning Commission. Commissioner Bigelow excused himself from this item.

**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 February 22, 2006**

Included in the Commissioner's packet was a copy of the February 22, 2006 Executive Minutes for review.

**Action:** Approve Executive Minutes of February 22, 2006.

**B. 2005-2006 Regional Surface Transportation Exchange Program – Resolution 06-07**

Included in the Commissioner's packet was a copy of Caltrans' apportionments of the Regional Surface Transportation Program (RSTP) funds for Federal Fiscal Year 2005-06. These apportionments are made in accordance with Sections 182.6(b) and 182.7(b) of the California Streets and Highways Code. The FFY 05-06 apportionment for Madera County is \$1,009,332 (a decrease of \$ 95,326 from FFY 04/05).

Also attached was a letter to Caltrans to notify them of the Commissions intent to exchange the RSTP apportionments for state funds. The letter recognizes the following:

- The "RTPA Optional Exchange Amount" of \$1,372,706;
- The "Base County Operational Exchange Amount" of \$363,374 is exchanged directly by Madera County; and
- The remaining balance of the "RTPA Optional Exchange Amount", \$1,009,332 exchanged by MCTC.

The FY 2005/06 RSTP allocation for each agency is as follows:

- City of Chowchilla - \$76,682
- City of Madera - \$418,989
- County of Madera - \$513,661

Included in the Commissioner's packet was a copy of Resolution 06-07 authorizing the Executive Director to enter into an agreement and once the agreement is fully executed the Director will submit an invoice with Caltrans regarding the exchange of Regional Surface Transportation Program funds.

**Action:** Approve Resolution 06-07 authorizing the Executive Director to sign Agreement No. X06-6138(022) for the Federal Apportionment Exchange Program and State Match Program.

**Administrative Consent Calendar Action:** The Commission unanimously approved the Administrative Consent Calendar (Item VI. A-B). A vote was called and the motion carried.

**VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**A. San Joaquin Valley Blueprint Update**

VRPA Technologies, Inc. will coordinate with the Madera County Transportation Commission (MCTC), to develop a process that gathers opinions and ideas from local, state, federal and other government agencies, as well as other public and private stakeholders toward development of the San Joaquin Valley Regional Planning Blueprint. The goal of this process will be to define the problem solving and decision making process and to achieve consensus on the process to be designed. The identification of stakeholders and the interview process will form the basis for the Blueprint Public Outreach Plan and the Vision and Values Workshop in Madera County in preparation for the SJV Blueprint Summit on June 28, 2006.

The purpose of this contract is to facilitate the development of the required products through the end of FY

2005/06. An RFP will be released following the Blueprint Summit to obtain a consultant to deliver the remainder of the project including: establishing goals and objectives; performance measures; development of a null alternative; alternative scenarios; revised scenarios; and establishing a preferred development scenario. It is understood that VRPA and MCTC will also coordinate with Fresno COG to reduce duplication and to identify cross-county issues and solutions.

**Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Bigelow to direct Staff to enter into a contract with VRPA Technologies, Inc in the amount not to exceed \$10,000 to develop the Public Outreach Plan and Vision Values Assessment for the SJV Blueprint Project. A vote was called and the motion carried.

**VIII. Miscellaneous**

**A. Items from Caltrans**

Marc Brinbaum gave a brief status report regarding the current projects in Madera County.

**B. Items from Staff**

Staff informed the Board of the upcoming CTC meeting in Fresno, CA.

**C. Items from Commissioners**

No Items from the Commissioners.

**IX. Adjournment**

Meeting adjourned at 4:12p.m.

Next meeting set for Wednesday, May 17, 2006

Respectfully Submitted,

Patricia S. Taylor, Executive Director  
Madera County Transportation Commission