

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, April 23, 2008

Time: 3:00 P.M.

Place: MCTC Board Chambers

Members Present: Chairman Sam Armentrout – Councilman, City of Madera
Robert Poythress – Councilman, City of Madera
Jim Kopshever – Councilman, City of Chowchilla
Frank Bigelow – Supervisor, Madera County
Alt. Ronn Dominici – Supervisor, Madera County

Members Absent: Vice Chairman Max Rodriguez – Supervisor, Madera County
Vern Moss – Supervisor, Madera County

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

MCTC Staff Present: Patricia S. Taylor, Executive Director
Derek Winning, Deputy Director
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.

III. TRANSPORTATION CONSENT ITEMS

A. *2007 Federal Transportation Improvement Program – Resolution 06-12 Amendment No. 11 – Administrative Amendment*

This amendment was per the request of the County of Madera. A post programming change for project MAD102040 was requested of Caltrans Local Assistance to add \$20,000 to PE in order to have sufficient funds to complete the project phase. The administrative amendment reflects the post programming change in the 2007 FTIP. The City of Chowchilla project MAD302044 was adjusted to maintain CMAQ Program financial constraint. The administrative changes are as follows:

County of Madera

MAD102040 – County of Madera; CMAQ; Install Traffic Signals (County of Madera; Road 415 & SR 41; Traffic Signals) (Amendment shifts \$20,000 FED from CON to PE.)

City of Chowchilla

MAD302044 – City of Chowchilla; CMAQ; Construct CNG Fueling Station (City of Chowchilla; Construct CNG Fueling Station (Slow Fill)) (Amendment shifts \$42,000 FED from FY 2007/08 to FY 2008/09 to maintain CMAQ Program Financial Constraint.)

Action: Ratify – 2007 FTIP Administrative Amendment No. 11.

B. Air Quality Conformity Determination – Contingency Plan for 2009 FTIP

The eight San Joaquin Valley Metropolitan Planning Organizations (MPOs) are scheduled to adopt the 2009 Federal Transportation Improvement Program (FTIP) and corresponding conformity analysis in July 2008, for submittal to Caltrans by August 1, 2008, for inclusion in the 2009 FSTIP (the Statewide FTIP), anticipating federal approval in October 2008.

For these major, regionally significant projects to move from one phase to the next – for example from environmental to design/right-of-way – they must be in the FTIP and must be in “conformity” with federal air quality regulations. If a project is not in conformity, then required authorization to proceed cannot be given by the Federal Highway Administration (FHWA).

At this time, the sticking point is new conformity “emission budgets”. These have been developed and submitted to EPA but they are awaiting approval (by EPA). EPA approval is required in order for the MPO’s to complete our conformity analysis. If the approval is not received in time (by late June) then we will fall into a “lapse” and our non-exempt projects (those highlighted above) will not be able to advance to the next phases until the lapse is removed. This correction could happen as soon as March 2009, but in the meantime projects would incur delays and certainly face possible cost increases.

Projects at Risk

1. Ellis Ave Overcrossing
2. SR 99 at Ave 12 Interchange
3. 4th Street, Widen K to Lake Street & SR 99 Overcrossing
4. SR 41 Passing Lanes
5. Lake St, Widen Cleveland to Ellis
6. 4th St, Widen Pine to K Street

The San Joaquin Valley COG Directors have decided to develop a concurrent interim 2009 FTIP as a contingency should EPA not approve the conformity budgets on schedule. The interim FTIP would allow exempt projects (SHOPP; FTA; and CMAQ) to proceed as usual but Regionally Significant Road Projects could be delayed until budgets are approved and a first cycle FTIP amendment is completed and approved by (March 2009).

Action: Information and Discussion Only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Public Hearing 2008-09 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 April 30, 2008 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 16, 2008. At that time the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2008/09 prior to approving claims of Local Transportation Funds for streets and roads purposes.

3:05 p.m. Chairman Armentrout opened the floor for public testimony.

Testimony received is as follows:

Clarence Banks

1. Dial-a-Ride is unreliable for transportation to doctor’s appointments. On several occasions the bus has either been late or has completely failed to pick up passenger. Late Dial-a-Ride forces even longer waits at the doctor’s office.
2. Dial-a-Ride operators need better communication with passengers after incidents on the road. People who ride don’t know who to contact or where to go for information. Was told to “Stop bothering the girls, we’re doing you a favor,” when he called the Dial-a-Ride manager.
3. Dial-a-Ride needs back up vehicles when accidents occur. They are short on buses and drivers.

Marti Marx

1. Drivers are kind and apologetic when they are delayed, but there is no way for them to contact passengers on Sundays when the Dial-a-Ride office is closed. Recommends that Sunday drivers be outfitted with phones and phone numbers of waiting passengers to contact if bus is delayed by an accident. In general, Dial-a-Ride needs to resume asking for phone numbers of passengers so that they can be contacted if there is a problem.
2. Passengers are sometimes forgotten or left behind. The half hour service window is frequently ignored. Buses are either too early or too late. Bus clocks should be checked for accuracy and coordination with each other and the Dial-a-Ride office.
3. Hours should be extended on Sundays due to high volume of ridership. Also need extended hours in the evening for night classes at the Adult School.
4. Loud commercial radio on the bus creates an undesirable environment. Forces the drivers to increase volume of their dispatch radio and passengers to increase the volume of their voices. Does not like rap/hip hop station.
5. Various service improvement suggestions: Designate 1-3 MAX buses strictly for lifts. Divide Madera into thirds or halves for dedicated buses.

Ashley Calhoun

1. MAX or DAR to MCC connection too confusing for students. DAR is not reliable. There is a need for more and better transportation to Madera Center.
2. High school students need transportation to Madera Center for supplemental education in order to pass graduation test.

Monica Nolasco

1. Students need transportation from Madera High School to Madera Center for Upward Bound program.

Jim Chin

1. 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.

Written Comments

Susan Bobbitt-Voth

1. The need for extended hours in the evening. Students need to have public transportation available to them beyond the current hours of operation (6:30 p.m.) in order to return home after their work hours.
2. The need for additional routes, especially to the community college and areas where individuals are likely to travel for work and shopping.
3. The need for public transportation on the weekends would grant students the ability to work on the weekends and concentrate on education during the week.

Being no further testimony, Chairman Armentrout closed the public hearing at 3:20 p.m.

Action: Information and Discussion Only.

B. San Joaquin Valley Blueprint – Draft Alternative Scenarios – Public Workshop Findings

Madera County Draft Alternative Scenarios

Low Change Scenario

The *Low Change* scenario is similar to the status quo with a minor shift in the housing share and the gross lot sizes of the *Medium* and *High Density* Residential categories. The change is attributed to an improved transit network that would encourage higher density residential in the urban areas along the transit lines. Extensions of highways 65 and 152 would also be factored in. This scenario however, assumes the same employment share and infill considerations as the *Status Quo* scenario. The employment densities have been increased to reflect the change in the higher residential density share and enhanced transit. The *General Plan* input would include amendments recommended by the cities and the county.

Moderate Change Scenario

The *Moderate Change* scenario shifts the housing share from *Low Density* to *Medium Density* residential. The gross area for *Medium Density* and *High Density* residential is further reduced to reflect an increase in mid rise multi-storied residential buildings. The employment also shifts from *Commercial Low* to *Commercial High* reflecting more urban retail and mixed use employment developments. The *Moderate Change* scenario also increases the area that would be considered for redevelopment. For existing non-residential uses, potential redevelopment sites would be identified as those properties that are utilizing up to 70% of the FAR as specified by the General Plan use; with buildings older than 10 years

and; their improvement value is less than or equal to the land value. For existing residential uses, properties with improvement values less than 70% of the land value on properties larger than 0.75 acres would be identified as developable. The transit in this scenario would have BRT on highways 99 and 41. Extension of highways 65 and 152 will also be included in the scenario.

Major Change Scenario

The *Major Change* scenario represents a shift in the type of jobs and housing demands that are typically projected for Madera County. This option shows a significant increase in service-oriented jobs, as well as a demographic shift towards a more urban lifestyle. The *Very Low Residential* would see a shift from farming families to recreational farmers and ranchers, reducing their share of housing in the County. The gross size of 50 acres, and reduction in housing share, reflects the shift from traditional farming households to recreational farming. Similarly the demand for *Low Density Residential* units has been modified to reflect larger lots and smaller share of the housing demand. The bulk of the housing share would be split between *High Density* and *Medium Density* residential primarily in urban areas. The shift in employment reflects a greater share of service-oriented jobs with *Commercial High* jobs representing 20% of the employment in the County.

Action: Information and Discussion Only.

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 19, 2008

Included in the Commissioner's packet was a copy of the March 19, 2008 Executive Minutes for review.

Action: Approve Executive Minutes of March 19, 2008.

B. 2007-08 Regional Surface Transportation Program (RSTP) Exchange – Resolution 08-04

Included in the Commissioner's packet was a copy of Caltrans' apportionments of the Regional Surface Transportation Program (RSTP) funds for Madera County - Federal Fiscal Year 2007-08. These apportionments are made in accordance with Sections 182.6(b) and 182.7(b) of the California Streets and Highways Code. The FFY 07-08 apportionment for Madera County is \$1,011,149 (a decrease of \$ 55,433 from FFY 06/07).

The FY 2007/08 RSTP allocation for each agency is as follows:

- City of Chowchilla - \$83,988
- City of Madera - \$432,528
- County of Madera - \$494,633

Included in the Commissioner's packet was a copy of Resolution 08-04 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 08-04 authorizing the Executive Director to sign Agreement No. X08-6138(025) for the Federal Apportionment Exchange Program and State Match Program.

C. 2007-08 Local Transportation Fund (LTF) Amendment No. 3

The County of Madera requested to reallocate their 2007/08 LTF Funds reducing “Street Maintenance” from \$1,947,521 to \$1,944,521 and increase “Transportation Services – MCC” from \$173,957 to 176,957.

Action: Approve 2007-08 Local Transportation Fund (LTF)– Resolution 07-10 Amendment No.3

D. 2007-08 State Transit Assistance Fund (STA) Amendment No. 2

The County of Madera requested to reallocate their 2007/08 STA Funds reducing “Transportation Services – MCC” from \$16,043 to \$13,043 and increase “Transportation Services – Senior/Escort MCCA” from \$80,000 to \$83,000.

Action: Approve 2007-08 State Transit Assistance Fund (STA)– Resolution 07-11 Amendment No.2

Administrative Consent Calendar Action

The Commission unanimously approved the Administrative Consent Calendar. A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 2007-08 Overall Work Program Budget Amendment No. 2

Included in the Commissioner’s packet was a copy of the letter to Caltrans requesting the amendment; copy of the amended budget, amended OWP spreadsheet and amended work elements. The amendment reflects comments received by Caltrans State Audits Department related to MCTC’s Indirect Cost Rate Plan. Costs included in the budget as direct costs are recommended to be included as indirect costs. The amendment reflects the following:

- Office Furniture Equipment: reduce direct budget from \$25,000 to \$19,000 and include the \$19,000 as indirect;
- Admin Consulting Services: add \$6,000 in direct costs for Bryce Consulting Inc. for the Salaries/Fringe Benefit Survey;
- Computer Equipment: reduce direct budget from \$10,000 to \$5,000 and include the \$5,000 as indirect;
- MCTC Audits: reduce direct costs for MCTC Audits and add to indirect costs in the amount of \$30,000;
- Board Costs and Unallowable Costs: add \$5,000 for direct Board Costs to attend conferences/training and for unallowable costs;
- Legal Services: reduce direct costs for Legal Services and add to indirect in the amount of \$2,500.

The overall budget remains at \$1,121,195.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Poythress to approve the 2007-08 Overall Work Program Amendment No. 2. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. ADMINISTRATIVE ACTION/DISCUSSIONITEMS

IX. Miscellaneous

A. Items From Caltrans

Sharri Ehlert informed the Board that Caltrans is considering an Economic Study for the conversion of SR 99 to an Interstate.

Ms. Ehlert also gave a status report on Route 65.

B. Items from Staff

MCTC's Executive Director, Patricia Taylor, reported that the High Speed Rail Consulting Firm contacted staff and requested a letter of support in concept for AB 3034 the High Speed Train Bond Act.

C. Items from Commissioners

No Items from Commissioners.

X. Adjournment

Meeting adjourned at 4:00 p.m.

Next meeting set for Friday, May 16, 2008

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission