

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, June 23, 2010

Time: 3:00 p.m.

Place: MCTC Board Chambers

Members Present: Chairman Jim Kopshever– Councilman, City of Chowchilla
Vice Chairman Robert Poythress – Councilman, City of Madera
Max Rodriguez – Supervisor, Madera County
Tom Wheeler – Supervisor, Madera County
Frank Bigelow – Supervisor, Madera County
Sam Armentrout – Councilman, City of Madera

Members Absent: None

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

MCTC Staff Present: Patricia Taylor, Executive Director
Derek Winning, Deputy Director
Richard Poythress, Planner I
Troy McNeil, Fiscal Supervisor
Dylan Stone, Planner I

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. *San Joaquin Valley Blueprint Planning Process - 2010 Executive Forum*

Included in the Commissioner's packet was a copy of the announcement for the San Joaquin Valley Blueprint Planning Process – 2010 Executive Forum. This is a one-day forum for all San Joaquin Valley city council members, county supervisors, and their executive management, in conjunction with the SJV Regional Policy Council. The Forum will be held at the Grand Occasions in Fresno on Friday, June 25th from 11:00am – 3:00pm.

Additional details, event agenda, directions and registration are available at www.valleyblueprint.org.

Action: Information and discussion only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. **Public Hearing: 2010-11 Unmet Transit Needs - Resolution 10-09**

On May 19, 2010, the Commission held the annual “Unmet Transit Needs” public hearing as required under the California Transportation Development Act. This legally noticed hearing was held to receive testimony from the public to determine if public transportation needs within Madera County will be reasonably met in FY 2010/11 prior to approving claims of Local Transportation Funds for street and road purposes.

Transportation Development Act - Local Transportation Funds are derived from the state sales tax. Of the six-cent tax per dollar on all sales, ¼ of a cent goes to the local transportation fund and may be used for transportation projects. Of the Article 8 Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation, the net difference is then available for street and road projects.

Pursuant to Section 99401.5 of the California Public Utilities Code, MCTC, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).

B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:

- (1) there are no unmet transit needs;
- (2) there are no unmet transit needs that are reasonable to meet;
- (3) there are unmet transit needs that are reasonable to meet.

C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

At the “Unmet Transit Needs” Public Hearing on Wednesday, May 19, 2010, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. The Chairman of the SSTAC will submit that body’s findings to the Commission under separate correspondence

A. NARRATIVE OF EVALUATION

City of Madera

- 1. There are no unmet transit needs that are reasonable to meet at this time within the City of Madera except for the expansion of Madera Area Express service on Wednesdays.*

MCTC staff has reviewed and discussed testimony regarding the City of Madera’s transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs within the City of Madera that are reasonable to meet at this time except for supplementing Madera Area Express (MAX) service on Wednesdays, as needed.

The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received regarding supplementing MAX services on Wednesdays, as needed to alleviate over capacity buses on that day to improve on-time performance. MCTC staff and the SSTAC have determined this is an unmet transit need that is reasonable to meet. MAX should schedule an additional bus on Wednesdays as needed in relief of over capacity on a trial basis.

Additional testimony was received regarding the expansion of MAX service into the evenings on days of existing service and the creation of MAX service on Sundays. MCTC staff and the SSTAC have determined this is an unmet transit need however it’s reasonableness to meet cannot be determined until an evaluation on the expansion of existing service and creation of Sunday service is undertaken.

Testimony was also received regarding bus driver communication and behavior, bus stop infrastructure, signage, frequency, and on-time performance of the MAX and the Madera Dial-A-Ride system; however, the comments reflect operational issues and not unmet transit needs.

City of Chowchilla

- 1. There are no unmet transit needs that are reasonable to meet in the City of Chowchilla.*

No comments were received regarding service in the City of Chowchilla.

County of Madera

- 1. There are no unmet transit needs that are reasonable to meet in the County of Madera except for the addition of a Madera County Connection bus stop at the Yosemite Lakes Park Clubhouse.*

MCTC staff has reviewed and discussed testimony regarding the County of Madera’s transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are unmet transit needs within the County of Madera that are reasonable to meet at this time.

The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received regarding the replacement of existing Madera County Connection (MCC) bus stops in the area with a bus stop at the Yosemite Lakes Park Clubhouse. MCTC staff and the SSTAC have determined this is an unmet transit need which may be reasonable to meet.

Testimony was also received regarding bus stop infrastructure, signage, and scheduling information of the MCC, the Senior Bus Program, and the Escort Service; however, the comments reflect operational issues and not unmet transit needs.

RECOMMENDATION

The MCTC staff and SSTAC considered the hearing testimony and recommend the Commission find the following:

- 1. That the Madera County Transportation has found there are no unmet transit needs reasonable to meet at this time in the FY 2010/2011 within the jurisdiction of the City of Chowchilla.**
- 2. That the Madera County Transportation Commission has found there are unmet transit needs reasonable to meet at this time in the FY 2010/2011 within the jurisdiction of the City of Madera.**

An additional bus needs to be put into circulation as needed on Wednesdays to alleviate over capacity of the Madera Area Express (MAX) transit system on a trial basis.

The City of Madera transit system needs to evaluate the feasibility and cost effectiveness of expanding existing service into the evenings and creating Sunday service on the MAX.

- 3. That the Madera County Transportation Commission has found there are unmet transit needs reasonable to meet at this time in the FY 2010/2011 within the jurisdiction of the County of Madera.**

The Madera County Connection needs to consider the replacement of existing bus stops in that area with a bus stop at the Yosemite Lakes Park Clubhouse on a six month trial basis to provide better access to service to residents in that area.

- 4. Maintain existing transit systems in Madera County: Madera Transit System (MAX, JET Express, and Dial-A-Ride) in the City of Madera; Chowchilla Area Express Transit; Madera County Connection; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.**

MCTC Staff and the SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

City of Chowchilla

The Chowchilla Area Transit Express (CATX) provides demand-response transportation to the general public in a service area that encompasses the City of Chowchilla and contiguous unincorporated areas, including Fairmead.

City of Madera

The Madera Area Express (MAX), the Jobs, Education, and Training (JET) Express, and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera.

County of Madera

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities, with the Escort Service also serving the Madera Ranchos area.

Action: Upon motion by Commissioner Armentrout, seconded by Commissioner Wheeler to approve 2010/11 Unmet Transit Needs - Staff report and SSTAC recommendation by Resolution 10-09. A vote called and the motion carried.

B. SB 375 Regional Targets - ARB Submittal

The Madera County Transportation Commission (MCTC) developed recommended greenhouse gas reduction targets for the Madera County region pursuant to the requirements of SB 375 and the recommendations of the Regional Targets Advisory Committee (RTAC). After careful analysis of alternative scenarios, including one based on the land use changes included in the Madera County Blueprint preferred scenario, we have elected to submit the baseline greenhouse gas analysis for ARB consideration in the SB 375 target-setting process. Included in your package is a copy of the letter submitted to the California Air Resources Board recommending SB 375 targets for Madera County.

The lack of available modeling tools in the San Joaquin Valley and the relatively short timeline for submitting targets to ARB have made it difficult to produce targets that take into account all of the benefits of smart growth planning.

MCTC modeling capabilities are currently limited to the standard four-step travel demand model used in air quality conformity determinations and developer traffic studies. Newer applications, like land use modeling and smart growth performance measures, have been explored as part of the Blueprint planning process; however, they remain undeveloped in the MCTC traffic model. As a result of the limited model resources available, MCTC-developed targets omit many of the greenhouse gas reductions that can be quantified with more precise modeling tools.

The grave economic situation in the state of California, and especially the San Joaquin Valley, is another principle concern for MCTC. Reductions in local sales tax revenue and the subsequent fiscal emergencies that have gripped local governments raise serious questions about the feasibility of implementing SB 375 in a depressed economy. A delay in SB 375 implementation would provide welcome relief for governments struggling to remain afloat and give local planners additional time to prepare for the drastic changes in development patterns that will accompany implementation.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Armentrout to authorize Chair to sign and submit SB 375 Target letter to ARB. A vote was called and the motion carried.

C. Memorandum of Understanding - San Joaquin Valley 511

Enclosed in the Commissioner's packet was the Staff Report and a copy of the San Joaquin Valley 511 Memorandum of Understanding.

Travelers in the Central Valley region can use the San Joaquin Valley 511 system for complete, comprehensive traveler information.

San Joaquin Valley 511 will provide access to information about all modes of travel: traffic conditions for

commuters, bus and light rail information for valley transit agencies, paratransit services for the elderly and disabled, ridesharing information and information on commuting by bike. The telephone service is available in English and Spanish.

San Joaquin Valley 511 will serve Fresno, Kings, Madera, Merced, Stanislaus, and Tulare counties. The number also links callers to 511 services in the Sacramento region, Bay Area, Nevada and Oregon, as well as Butte and Glenn counties.

In conjunction with the phone service, a Web site will help users plan their daily commute, access transit providers, find a carpool partner, and learn about bicycling as a commute option.

Discussion: Caltrans District 6 funded the initial development and hardware for the 511sjv.org website and will turn that over to Fresno COG on behalf of SJV511 on June 30th, 2010 and have no further obligation or commitment to the website after that. The City of Fresno will provide web site hosting for the first 36 months.

The functionality of the website as it is when turned over is considered the baseline (NON-PAYING MEMBERS). Those wishing for additional services (PAYING MEMBERS) than the baseline do so at their own cost with no expense to the NON-PAYING MEMBERS.

During the initial 36 months, three key things would occur:

1. The usage of the website and phone line will be monitored closely for usage trends.
2. As the cost of operations become clearer, an idea of costs to members beyond 36 months would be evaluated.
3. Members would be in constant search of funding opportunities to continue operation after the initial 36 months.

At the conclusion of 36 months members can choose to continue service at a cost to be determined by the operating cost shown in the initial 36 months and any funding opportunities which might have arisen. Members can opt to cease their membership with no charges or disconnect fees.

Action: Upon Motion by Commissioner Wheeler, seconded by Commissioner Poythress to authorize MCTC Executive Director to sign San Joaquin Valley 511 Memorandum of Understanding as a "NON-PAYING MEMBER". A vote was called and the motion carried.

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 May 19, 2010

Included in the Commissioner's packet was a copy of the May 19, 2010 Executive Minutes.

Action: Approve Executive Minutes of May 19, 2010.

B. Transportation Development Act (LTF & STA) - Allocation, LTF Resolution 10-10

At the May 19, 2010 Board Meeting, the MCTC Board approved the FY 2010/11 LTF & STA apportionments. Included in the Commissioner's packet was the allocation resolution that reflects how each jurisdiction is allocating their respective apportionment.

Local Transportation Fund (LTF): Prior to February 1st of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing

fiscal year. The estimate for FY 2010/11 is \$2,533,650 (decrease of \$856,350 from 2009/10). The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

State Transit Assistance (STA): Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2010/11, there is \$0 budgeted according to the most current information from the Department of Finance. STA allocation estimate for Madera County is \$0 (same as FY 2009/10). No allocation resolution will be made.

Action: Approve Transportation Development Act (LTF) - Allocation, LTF Resolution 10-11.

Administrative Consent Calendar Action

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Wheeler to approve the Administrative Consent Calendar. A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. *Transportation Development Act (LTF) Unrestricted Funds Allocation - Resolution 10-11*

In February 2010 MCTC staff notified the local jurisdictions that sales tax revenues for the Local Transportation Fund (LTF) were coming in well below the estimates and what had been allocated to them. The local jurisdictions requested that, if possible, their LTF budgets remain the same for the current fiscal year. MCTC staff informed the local jurisdictions that there is an unrestricted balance in the LTF fund which would enable their budgets to remain the same. The consensus was that we use these unrestricted funds to gap the difference in the decrease of sales tax revenues from the approved allocation. The estimated gap will be between \$650,000 and \$700,000. There is approximately \$1,000,000 in the unrestricted fund. Included with this item is an example apportionment based upon a gap of \$650,000.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Wheeler to approve the advancement of unrestricted funds in the LTF fund to keep the local jurisdictions' 09-10 allocated amounts the same - Resolution 10-11. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY - ADMINISTRATIVE CONSENT ITEMS

No Items

Authority Administrative Consent Calendar Action

No motion taken.

IX. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. *Measure T - Draft FY 2010/11 Annual Work Program (AWP)*

Per Authority policy the AWP is prepared annually and serves as the annual funding authority for the Measure "T" program. The Annual Work Program recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. The Draft Annual Work Program only includes budgets for the 2010-11 fiscal year and does not yet contain any prior year reports.

Action: Information and Discussion only.

X. Miscellaneous

A. *Items From Caltrans*

Caltrans updated the Board on local projects in Madera City/County. Sharri Bender Elhert introduced Christine Cox as Interim Deputy Director. Bender Elhert was appointed Interim District 06 Director following the reassignment of Malcolm Dougherty. Dougherty has been designated Interim Chief Deputy Director of Caltrans.

B. *Items from Staff*

Staff reported that Measure T series 2010 bonds were issued in the amount of \$17.1 million at 3.96% interest to the investment bank UBS Financial Services.

C. *Items from Commissioners*

No Items from the Commissioners.

XI. *Adjournment*

Meeting adjourned at 3:50 p.m.

Next MCTC meeting set for Wednesday, July 21, 2010

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission