

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

**Date:** Wednesday, May 22, 2002

**Time:** 3:00 P.M.

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

**Members Present:** Vice-Chair Gordon E. Skeels - Councilman, City of Madera  
M.J. Nabors - Councilman, City of Madera  
Gary Gilbert - Supervisor, Madera County  
Frank Bigelow - Supervisor, Madera County  
Al Ginsburg - Councilman, City of Chowchilla  
Alt. John Silva- Supervisor, Madera County

**Members Absent:** Chairman Vern D. Moss - Supervisor, Madera County

**Policy Advisory Committee:** Above Members present and Caltrans Representatives:  
Paul Marquez

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

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### 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. Meeting Minutes of April 18, 2001

Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg, to approve the April 17, 2002 Executive Minutes as written. A vote was called and the motion carried.

### IV. Transportation Items

- A. *Public Hearing: Final – 2002 Federal Transportation Improvement Program (FTIP) – Resolution 02-06 and 2002 Conformity Determination for the 2002 FTIP and 2001 Regional Transportation Plan (RTP) including Amendment No. 1 – Resolution 02-07*

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 2002 FTIP includes a list of projects which have already been programmed or are proposed for programming with 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 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

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. Staff has completed a conformity analysis required due to the re-spreading by the CTC of one capacity increasing project in the City of Madera (Lake Street; from Cleveland to Ellis; widen to four lanes). The analysis demonstrates that all projects contained in the 2001 Regional Transportation Plan including Amendment No. 1 and the 2002 Federal Transportation Improvement Program conform to the requirements in the State Implementation Plan for the San Joaquin Valley. After a finding of conformity is made by the MCTC Board, the 2002 FTIP, 2001 RTP Amendment No. 1 and the associated conformity analysis will be forwarded to COFCG for approval by the MPO. Subsequently, the 2002 FTIP will be forwarded for Federal Highway Administration/Federal Transit Administration approvals and will be incorporated into the Statewide Transportation Improvement Program (FSTIP).

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

Included in the discussion was a request by Commissioner Silva to ensure programming in the appropriate FTIP document of the Road 26 pedestrian project.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Skeels to approve Resolution 02-06 adopting the 2002/03 – 2007/08 Federal Transportation Improvement Program (FTIP) and Resolution 02-07 adopting the 2002 Conformity Determination covering the 2002 FTIP and 2001 RTP including Amendment No. 1. A vote was called and the motion carried.

*B. Unmet Transit Needs - Staff report and SSTAC recommendations, Resolution 02-08*

Included in the package was a copy of the Staff Report and Recommendations for the "Unmet Transit Needs" Public Hearing.

On April 17, 2002 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 2002-03 (July 1, 2002 through June 30, 2003) prior to approving claims of Local Transportation Funds for streets and roads.

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 SSTAC’s role 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 MCTC’s establishment of this Advisory Council is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body.

At the “Unmet Transit Needs” Public Hearing on Wednesday, April 17, 2002, the MCTC received testimony from the general public concerning possible unmet transit needs.

The following staff evaluation was prepared in a cooperative effort with the Social Service Transportation Advisory Council (SSTAC). The Chairman of the SSTAC will submit that body’s findings to the Commission under separate correspondence.

### **NARRATIVE OF EVALUATION**

#### **City of Madera**

1. **Requests that Madera Area Express (MAX) be extended along Howard Road to Granada Drive.** (Mohammad Latif - City of Madera Resident)  
*Testimony was received that Mr. Latif and his family depend on public transit to get to work, school, shopping, and medical appointments.*
  
2. **Requests that MAX and Madera Dial-A-Ride be expanded to cover entire county seven days a week with access to Fresno for medical appointments.** (Janet Dahlke - MCH Community Educator; Eugenia Palacio - SEIU 250 Local Union; Julia Hernandez - City of Madera Resident; Marta Moreno - City of Madera Resident)  
*Testimony was received that there are many families, elderly, and disabled residents located in "pocket communities" within the county in need of transportation to Madera and Fresno for medical appointments, shopping, work, school, social services, etc.*

MCTC staff has reviewed and discussed this testimony 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 jurisdiction of the City of Madera.

By definition, "unmet transit needs" include all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation. MAX and Madera Dial-A-Ride provide transportation services that cover the entire jurisdiction of the city. Madera Dial-A-Ride currently provides transit service along Howard Road. The Madera County Connection (MCC) provides service to Children's Hospital Central California where a connection can be made with the Fresno Area Express (FAX) for trips into Fresno.

The Eastern Madera County communities are served by MCC, the Escort Service, and the Senior Bus Program. The Madera Ranchos is served by the Madera County Connection (MCC). The communities of La Vina and Ripperdan are not served by a public transit system, however those communities are located in the County of Madera and will be addressed by that jurisdiction.

In response to comments by residents and businesses in the area, the City of Madera is planning to expand the MAX service along Howard Road in FY 2002/03 subject to the City Council's approval.

### **City of Chowchilla**

- 1. Requests that the Chowchilla Area Transit Express (CATX) be expanded as part of an effort to cover the entire county including service to Fresno.** (Eugenia Palacio - SEIU 250 Local Union; Janet Dahlke - MCH Community Educator; Julia Hernandez - City of Madera Resident; Marta Moreno - City of Madera Resident)  
*Testimony was received that there are many families, elderly, and disabled residents located in "pocket communities" within the county in need of transportation to Madera and Fresno for medical appointments, shopping, work, school, social services, etc.*

MCTC staff has reviewed and discussed this testimony 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 jurisdiction of the City of Chowchilla.

By definition, "unmet transit needs" include all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation. The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire jurisdiction of the city. The Madera County Connection (MCC) provides service to the City of Madera and Children's Hospital Central California where a connection can be made with the Fresno Area Express (FAX) for trips into Fresno.

CATX is continuing to add new vehicles to its service and is expanding the number of service hours accordingly.

### **County of Madera**

- 1. Requests that the communities of La Vina and Ripperdan be connected to the county's public transportation system.** (Rey Retamoza - La Vina Resident; Janet Dahlke - MCH Community Educator; Eugenia Palacio - SEIU 250 Local Union; Julia Hernandez - City of Madera Resident; Marta Moreno - City of Madera Resident)  
*Testimony was received that there are many families that do not have any way to get into the City of Madera for shopping, work, school, social services, and medical appointments.*
- 2. Requests a door to door (demand-response) transit service for the Madera Ranchos Area with transportation to Fresno.** (Eileen Roades - FM/AAA, Rancho Hills Seniors; Janet Dahlke - MCH Community Educator; Eugenia Palacio - SEIU 250 Local Union)

*Testimony was received that some seniors depend on the American Cancer Society's volunteer driver program for cancer treatment appointments in Fresno.*

MCTC staff has reviewed and discussed this testimony 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 jurisdiction of the County of Madera except for the communities of La Vina and Ripperdan.

The communities of La Vina and Ripperdan are not currently served by a public transit system. There are many people in these areas that have no other means of transportation for essential trips into the City of Madera.

The Madera County Road Department, subject to Board of Supervisors approval, will apply for a FY 2002/03 Cycle FTA Section 5311 (f) grant to initiate on a trial basis a fixed-route service two days a week from, La Vina, Ripperdan, and Eastin Arcola to the City of Madera. The County will reserve TDA Local Transportation Fund (LTF) monies for this program as a contingency for grant disapproval.

By definition, "unmet transit needs" include all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation. The Madera County Connection (MCC) provides service to the Madera Ranchos with a stop at Ave 12 and Jason Ct. MCC provides two round trips daily to Children's Hospital Central California where a connection can be made with the Fresno Area Express (FAX) for trips into Fresno. The American Cancer Society is a recognized Madera County Social Service Transportation Provider that provides transportation to Fresno for cancer patients as a supplement to existing public transportation services.

The Madera County Road Department will coordinate with the Madera Community Action Agency to evaluate the feasibility of expanding the Escort Service to the Madera Ranchos Area. The Escort Service is a volunteer demand-response service that provides trips to Fresno for medical appointments two days a week. On March 20, 2002, Madera County allocated \$3,000 in TDA funds for FY 2002/03 to expand the volunteer driver base through a more attractive reimbursement program. The county has also allocated \$5,000 in TDA funds for FY 2002/03 for marketing the Escort Service to increase ridership .

### **Maintain Existing Transit Systems in Madera County**

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

- Madera Area Express (MAX)
- Madera Dial-A-Ride (DAR)
- Chowchilla Area Transit Express (CATX)
- Madera County Connection (MCC)
- Eastern Madera County Escort Service
- Eastern Madera County Senior Bus Program

### **RECOMMENDATION**

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

- 1. That the Madera County Transportation Commission find that there are no unmet transit needs at this time in FY 2002/03 within the jurisdictions of the City of Madera and the City of Chowchilla.**

*The Madera Area Express (MAX) and Madera Dial-A-Ride (DAR) provide transportation services that cover the entire City of Madera. The Chowchilla Area Transit Express provides transportation services that cover the entire City of Chowchilla. The Madera County Connection (MCC) provides transportation from Chowchilla and Madera to Children's Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).*

- 2. That the Madera County Transportation Commission find that there are unmet transit needs that are reasonable to meet in FY 2002/03 within the jurisdiction of the County of Madera.**

*The communities of La Vina and Ripperdan are not currently served by a public transit system. There are many people in these areas that have no other means of transportation for essential trips into the City of Madera.*

*The Madera County Road Department, subject to Board of Supervisors approval, will apply for a FY 2002/03 Cycle FTA Section 5311 (f) grant to initiate on a trial basis a fixed-route service two days a week from, La Vina, Ripperdan, and Eastin Arcola to the City of Madera. The County will reserve TDA Local Transportation Fund (LTF) monies for this program as a contingency for grant disapproval.*

*The Eastern Madera County Communities are served by the Madera County Connection (MCC), the Escort Service, and the Senior Bus Program. The Madera Ranchos area is served by the Madera County Connection (MCC).*

- 3. Maintain existing transit systems in Madera County: Madera Area Express (MAX); Madera Dial-A-Ride (DAR); Chowchilla Area Transit Express (CATX); Madera County Connection (MCC); Eastern Madera County Escort Service; and Eastern Madera County Senior Bus Program.**

**Action:** Upon motion by Commissioner Ginsburg, seconded by Commissioner Skeels to approve the April 17, 2002 Unmet Transit Needs Findings by Resolution 02-08. A vote was called and the motion carried.

**C. Public Hearing: 2001 Regional Transportation Plan – Amendment No. 1 – Resolution 01-14 Amendment No. 1**

On April 4, 2002, the California Transportation Commission (CTC) approved the 2002 State Transportation Improvement Program (STIP) incorporating proposed projects from each county in the state. Counties were notified in February that there was limited funding capacity in the early years of the STIP. As a result, the CTC adopted the 2002 STIP accepting a majority of the recommendations made by CTC staff to move projects to later years.

Projects identified in the Madera County Regional Transportation Plan (RTP) must be categorized by year of implementation for air quality conformity purposes. In the traffic model used for the 2001 RTP conformity analysis, networks were evaluated for years 2005, 2015, and 2025. The action taken by the CTC on April 4, 2002 greatly reduced the likelihood that the Lake Street; Cleveland to Ellis; 2 lane to 4 lane project would be implemented by the year 2005. With that knowledge, it is necessary to modify the 2005 traffic model network and return that portion of Lake

Street to 2 lanes for the 2005 analysis year. The conformity must then be re-evaluated and re-determined and the RTP amended. The conformity analysis was completed and has received extensive review as discussed in item IV.A.

Public notice regarding this proposed amendment was made on April 22, 2002. Staff recommends approval of Resolution 01-14 Amendment No. 1 to reflect the change in schedule of the Lake Street project.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Ginsburg to approve Resolution 01-14 Amendment No. 1 amending the 2001 Regional Transportation Plan to reflect the change in schedule of the Lake Street; Cleveland to Ellis; 4 lane project. A vote was called and the motion carried.

***D. 2002 City of Madera – Bicycle and Pedestrian Facilities Plan Update – Resolution 02-09***

This item was pulled from the agenda.

**Action:** No action taken at this time.

***E. Transportation Funding in California***

The California Department of Transportation Office of Transportation Economics prepared the booklet enclosed in the package entitled “Transportation Funding in California”. The booklet is intended to provide visual aids showing the program relationships, sources and uses of transportation funds in California. The dollar amounts shown on flowcharts in the booklet are not actual figures but are intended to show relative orders of magnitude.

**Action:** Information and Discussion Only.

***F. Qualifying Urban Areas - Census 2000***

A Federal Register Notice regarding Qualifying Urban Areas for Census 2000 was published on May 1, 2002. The notice listed seventy-six newly qualified urban areas for 2000 that were not part of any urban area in 1990. The City of Madera was among the new urban areas with an urban population of 58,027 within the new urban boundary established by the U.S. Census Bureau.

The implications related to transportation due to the urban classification include the ability/need to establish a new Metropolitan Planning Organization. The new designation should be made by the Governor and local officials within twelve months of May 1, 2002. The earliest time at which the apportionment of metropolitan planning funds to the States will be affected by new urban areas will be for FY 2003 funds apportioned on October 1, 2002. The Federal Highways Administration has advised the State to work cooperatively with the existing MPOs and elected local officials in new Urbanized Areas to review and submit the formulae to appropriate offices (FHWA & FTA). Transition to MPO status will be simplified somewhat because the Madera County Transportation Commission presently assumes many of the responsibilities typically conducted only by MPOs (FTIP submittals, air quality conformity, etc.). Staff will keep the Commission informed of the process to be followed as more information becomes available.

The Federal Register Notice and Frequently Asked Questions from the FHWA website were enclosed in the package for information.

**Action:** Information and Discussion Only.

**G. *Heavy Duty Engine Program Emission Reduction Incentive Program***

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has announced that application packets are now available for the SJVAPCD Heavy-Duty Engine Emission Reduction Incentive Program. This program was established as a means to reduce nitrogen oxide (NOx) emissions in the San Joaquin Valley.

The SJVAPCD has \$25 million available from various funding sources. Eligible projects include heavy-duty on-road vehicles, off-road vehicles, locomotives, marine vessels, electric forklifts, electric airport ground support equipment and some agricultural engines. Applications for projects associated with alternative fuels are being accepted now. Applications for engine change-outs will be accepted in approximately two months.

For additional information refer to: [www.valleyair.org/transportation/materials\\_infrastructure.htm](http://www.valleyair.org/transportation/materials_infrastructure.htm).

**Action:** Information and Discussion Only.

**H. *Air Quality Update***

Enclosed for information was a Draft Particulate Matter – 10 (PM-10) Air Quality Overview package. Local agencies recently completed a process to identify RACMs or Reasonably Available Control Measures to comply with requirements for non-attainment of ozone standards. The RACMs that were identified are now being incorporated into the Air District's Severe Area Ozone Plan. It is now necessary that a similar process be undertaken to identify BACM or Best Available Control Measures to meet Clean Air Act requirements for PM-10. The enclosed overview includes information about PM-10, a description of Clean Air Act requirements, and a proposed schedule for adoption of BACMs. Staff continues to meet regularly with the Model Coordinating Committee and will provide more information as it becomes available.

**Action:** Information and Discussion Only.

**V. *Administrative/Fiscal Items***

**A. *Final Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 02-10 and STA Resolution 02-11***

Included in the package was a copy of the 2002/03 Fund estimates and apportionment's for Transportation Development Act.

MCTC releases preliminary TDA apportionment estimates in February of each year to provide timely budget information for the City of Madera, City of Chowchilla, and County of Madera. The State has released the population and housing estimates for California cities and counties. Included in the package is the final TDA apportionment and reflects the population changes.

*Local Transportation Fund (LTF):* On February 1, 2002, the county auditor provided MCTC an estimate of moneys to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY2002-03 is \$2,383,820. The estimate includes moneys anticipated to be deposited in the fund during the ensuing fiscal year and the unrestricted balance anticipated to be available in the fund at the end of the current fiscal year. The unrestricted balance is the balance that is neither allocated, reserved, nor retained in the fund as an unallocated apportionment pursuant to Section 6655.1. 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 2002/03, there is a \$115,267,613 budgeted according to the most currently information from the Department of Finance. STA allocation estimate for the Madera County area is \$214,192.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Gilbert to approve the final Transportation Development Act estimates and apportionment by Resolution 02-10 for Local Transportation Fund and Resolution 02-11 for State Transit Assistance Fund. A vote was called and the motion passed.

**B. Final Transportation Development Act (LTF & STA) – Fund Allocations, LTF Resolution 02-12 and STA Resolution 02-13**

The California Transportation Development Act established the **Local Transportation Fund (LTF)** and a continuous appropriation of said Fund. The Madera County Transportation Commission is empowered to authorize apportionment and allocation of the LTF Fund. \$70,000 has been apportioned for Administration, \$46,276 has been apportioned for Pedestrian and Bicycle facilities.

There is the sum of \$2,267,544 to be allocated from LTF, 2002/03; and, the Madera County Transportation Commission has made the finding in Resolution 02-08 that there is an unmet transit need in the County of Madera. The Madera County Road Department, subject to Board of Supervisors approval, will apply for a FY 2002/03 Cycle FTA Section 5311 (f) grant to initiate on a trial basis a variable fixed-route on demand service two days a week from La Vina, Ripperdan, and Eastin Arcola to the City of Madera. The County will reserve TDA Local Transportation Fund (LTF) monies for this program as a contingency for grant disapproval.

*Local Transportation Funds (LTF):* LTF Resolution 02-12 reflects the City of Chowchilla, City of Madera, and the County of Madera's allocation applications for proposed uses of these funds.

*State Transit Assistance (STA):* STA funds have been made available to the MCTC; and the MCTC has apportioned these funds to the City of Chowchilla, City of Madera, and the County of Madera for the provision of Transit Operations and Transit Planning, and has invited allocation applications for proposed uses of these funds, and the agencies have complied by submitting appropriate documents detailing those projects and have sought authority to proceed.

The sum of each of the three entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive. The County Auditor shall establish the following reserves and pay out the STA Fund in the amount listed for the transit projects.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Gilbert to approve Final Transportation Development Act (LTF & STA) – Fund Allocations, LTF by Resolution 02-12 and STA Resolution 02-13. A vote was called and the motion passed.

**VI. Miscellaneous**

**A. Items From Caltrans**

No items from Caltrans.

**B. Items From Staff**

No items from staff.

**C. *Items From Commissioners***

No items from Commissioners.

**VII. *Adjournment***

Meeting adjourned at 3:55 p.m.

Next meeting set for Wednesday, June 19, 2002.

Respectfully Submitted,

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