

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, September 20, 2006
Time: 3:00 P.M.
Place: Madera County Government Center,
Board of Supervisor Chambers

Members Present:

Chairman Gordon Skeels – Councilman, City of Madera
Vice Chairman Frank Bigelow – Supervisor, Madera County
Robert Poythress – Councilman, City of Madera
Alfred Ginsburg – Councilman, City of Chowchilla

Members Absent:

Gary Gilbert– Supervisor, Madera County
Max Rodriguez – Supervisor, Madera County

Policy Advisory Committee:

Above Members present and Caltrans Representatives:
Paul Marquez

MCTC Staff Present:

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

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 Transportation Infrastructure Bonds*

In November, California voters will be given the opportunity to support legislation that will provide funding to address California's long neglected infrastructure needs. The \$37 billion infrastructure package is titled the "*Strategic Growth Plan*" and consists of the following components:

- \$19.9 billion -Transportation Bond (Prop 1B)
- Proposition 42 fix (Prop 1A)
- \$2.85 billion -Housing Bond (Prop 1C)
- \$10.4 billion -Education Bond (Prop 1D)
- \$4.0 billion Levee and Flood Protection Bond (Prop 1E)

The Transportation bond package (Proposition 1B) includes \$19.9 billion for safety improvements and repairs to state highways, upgrades to freeways to reduce congestion, repairs to local streets and roads, improvements to the seismic safety of local bridges, expansion of public transit, reduction of air pollution, and improvements to anti-terrorism security at ports. The bond proposal also authorizes public/private transportation partnerships,

application of the Design-Build method for these projects, and legislation to streamline the environmental review process. In addition, the Legislature also passed a State Constitutional Amendment (SCA 7) to “fix” Proposition 42, by permanently dedicating the sales tax on gasoline to transportation purposes. This measure will appear on the ballot as Proposition 1A. SCA 7 will still allow the Legislature to borrow the Prop 42 funds, but only by meeting the following criteria:

- The governor must declare that the state faces a severe fiscal hardship;
- The Legislature must enact a statute authorizing the borrowing by a 2/3rds vote. At the same time, the Legislature must pass a bill specifying they will repay the loan with interest within three years;
- The state can borrow the funds no more than twice in ten years, and must repay a prior loan before borrowing;
- Any Prop 42 transportation funds that were borrowed by the state but not repaid as of July 1, 2007, must be repaid within a ten year period (no later than June 30, 2016) at payment of no less than one-tenth per year of the total amount owed.

Specifically, the transportation bond includes the following programs:

- **Corridor Mobility Improvement Account**
\$4.5 billion to relieve congestion by expanding capacity, enhancing operations, and improving travel times in high-congestion travel corridors.
- **State Route 99 Corridor Improvements**
\$1.0 billion for improvements to 400 miles of State Route 99 through the Central Valley.
- **Ports Infrastructure, Security & Air Quality**
\$3.1 billion for infrastructure improvements to seaports, land ports of entry and airports, to relieve traffic congestion along major trade corridors, and to improve freight rail facilities to enhance the movement of goods from port to marketplace. Included in this amount is \$1.0 billion for air quality improvements that will achieve emission reductions from activities related to port operations and freight movement. \$100 million of the total will also be available for port, harbor, and ferry terminal security improvements.
- **School Bus Retrofit for Air Quality**
\$200 million for school bus retrofit and replacement to reduce air pollution and to reduce children’s exposure to diesel exhaust.
- **State Transportation Improvement Program Augmentation**
\$2.0 billion to augment funds for the State Transportation Improvement Program, a five year program of capital improvements for state and regional transportation projects.
- **Public Transportation Modernization Improvement, and Service Enhancement**
\$4.0 billion for capital improvements and fleet expansion to enhance public transit, intercity and commuter rail, and waterborne transit. Projects include new capital projects, safety and modernization improvements, capital service enhancements, rehabilitation, and bus rapid transit improvements.
- **Transit System Safety, Security & Disaster Response Account**
\$1.0 billion for transit safety, security, and disaster response for projects that provide increased protection against a security and safety threat and increase the capacity of transit operations to move people, goods and emergency personnel, and equipment in the preparation for and the aftermath of a disaster.
- **State-Local Partnership Program**
\$1.0 billion in matching funds for counties that have raised local money for transportation projects.
- **Local Bridge Seismic Safety Retrofit**
\$125 million to provide matching funds to complete the seismic safety work needed on local bridges, ramps, and overpasses.
- **Highway-Railroad Crossing Safety Account**
\$250 million for railroad crossings and the construction of bridges over rail lines.
- **SHOPP**
\$750 million for highway safety, rehabilitation, and pavement preservation projects, including \$250 million for traffic light synchronization projects or other technology-based improvements

to improve safety operations and the capacity of local streets and roads.

- **Local Street and Roads, Congestion Relief, and Traffic Safety Account of 2006**
\$2.0 billion (\$1 billion to cities/\$1 billion. to counties) for improvements to local transportation facilities that will repair and rehabilitate local streets and roads, reduce local traffic congestion, improve traffic flow, or increase traffic safety.

Included in the Commissioner's packet was the following:

1. Transportation Bond Package
2. SB 1266 – Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006
3. Estimated Funding by County
4. Statewide Major Corridors
5. State Rout 99 (SB 1266) Bond Program Draft Guidelines.

Action: Information and Discussion Only.

B. Federal Transportation Improvement Program – Administrative Amendments and Local Adjustments – Resolution 06-12 Amendment No.1

Caltrans requested an administrative amendment to the 2007 FTIP SHOPP program. The request involved changing the funding source from federal funds to State Advanced Construction and State Cash. The requested amendment is as follows:

Caltrans:

MAD406001 – Lump Sum; SHOPP-Roadway Preservation (Caltrans; SHOPP; various locations; non-capacity increasing projects; i.e. Safety roadway/roadside rehabilitation, damage restoration, operations and SHOPP TEA (inc. construction) (Amendment changes funding sources to SHOPP Advance Construction and State Cash.)

MAD406002 – Lump Sum; SHOPP-Collision Reduction (Caltrans; SHOPP-Collision Reduction) (Amendment changes funding sources to SHOPP Advance Construction and State Cash.)

MAD406003 – Lump Sum; SHOPP-Mobility (Caltrans; SHOPP – Mobility) (Amendment changes funding sources to SHOPP Advance Construction and State Cash.)

Action: Ratify Administrative Amendment - 2007 Federal Transportation Improvement Program (FTIP) Amendment No. 1 – Resolution 06-12 Amendment No. 1.

C. Needs Assessment of California's Local Streets and Roads

California's transportation system is in critical need of additional investment, whether to address traffic congestion, maintenance, transit needs or vehicle alternatives, such as bicycle and pedestrian travel, the unmet needs are staggering. Of particular concern are the unmet funding needs for "local streets and roads" which together represent approximately 82% of the state's maintained miles.

With this in mind, a coalition consisting of the League of California Cities (League), the California State Association of Counties (CSAC), the Regional Transportation Planning Agencies (RTPAs), the California Council of Governments (COGs) and the California Rural Counties Task Force are in the process of jointly hiring a consultant to conduct a comprehensive assessment of the pavement needs of local streets and roads for all cities and counties including maintenance and rehabilitation throughout California. In addition, as part of a longer term strategy, the coalition will also be looking to develop a more comprehensive assessment, which would include nonpavement needs (i.e. drainage facilities, sidewalks, medians, guardrails, traffic signals, signing and striping, curbs and gutters and curb ramps). In addition to the intrinsic value that the inventory would have for cities/counties/RTPAs, ultimately the data gathered for this report would be used to lobby the California legislature for a "dedicated" source of state funding for local streets and roads needs.

At this point in the process, the coalition is looking for input on what the Needs Assessment Survey should include. Included as an attachment is a CSAC/League memo providing greater detail on the survey background as well as goals, objectives and respective roles and responsibilities for each of the survey participants. Identified below are timelines associated with the project.

Local Needs Assessment Survey Timelines:

- August-October 2002: CSAC/League secure a consultant to develop the survey form; all partners review and approve the draft survey form;
- November 2006: Distribute Survey Forms to all cities and counties
- November 2006 – March 2007: Cities and counties complete the survey and return;
- April – June 2007: CSAC/League consultant compiles the survey data and produces a draft report;
- July 2007: All partners review and provide comments to the draft report;
- August – September 2007: Complete Final report for distribution.

Action: Information and Discussion Only.

D. 2007/2008 Bicycle Transportation Account (BTA) Cycle

The Bicycle Transportation Account (BTA) funds local agency projects that improve safety and convenience for bicycle commuters. Local agencies must have an approved Bicycle Transportation Plan to participate in the BTA program. Applications for the 2007/2008 fiscal year are due in the District 6 Local Assistance Office by December 1, 2006.

Cities and counties are the eligible applicants. Caltrans encourages local agency officials to solicit input from various stakeholders, community based organizations, and tribal governments when developing project applications to determine if interested in becoming involved with the development of a project. It is encouraged to discuss ideas with them and incorporate their ideas in the application for this, or future, program funding cycles.

The Guidelines (Local Assistance Program Guidelines, Chapter 21, BTA), application forms and contact information are available on the State of California Department of Transportation Division of Local Assistance website at: <http://www.dot.ca.gov/hq/LocalPrograms/>.

Action: Information and Discussion Only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Madera County Traffic Monitoring Program – 2006 Annual Report

Included in the Commissioner's packet was a copy of the 2006 Annual Madera County Traffic Monitoring Report. The report has been developed as part of the MCTC FY 2005/06 Overall Work Program.

The report provides current traffic count information for planning and engineering projects. Traffic count information contained in this report is from selected sites from 2002 through July 2006. Section 1 contains counts for outlying County locations; Section 2 contains counts for the City of Madera; Section 3 contains counts for the City of Chowchilla; and Section 4 contains Caltrans' State Highway traffic volumes.

The traffic monitoring information collected assists in the following activities and programs:

1. Air Quality Monitoring

2. Traffic Modeling
3. Identify Signal Priorities and Capital Improvement Programs
4. Private Use
5. Other benefits include: identifies traffic volume growth rates, traffic accident rates, signal and stop sign warrants, signal timing, and traffic noise levels

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Bigelow to accept the Madera County Traffic Monitoring Program – 2006 Annual Report. A vote was called and the motion carried.

B. San Joaquin Valley Blueprint – BRAC Nominations

The purpose of the San Joaquin Valley Regional Blueprint Advisory Committee (BRAC) is to make regional recommendations pertaining to the creation of the San Joaquin Valley Regional Blueprint. The intent for each committee member is to:

- Become a champion of the final SJV Regional Blueprint vision;
- Advocate implementation of the SJV Regional Blueprint products to the local jurisdictions;

Promote the SJV Regional Blueprint strategies at the state and federal levels.

What is the Valley Blueprint?

The San Joaquin Valley Blueprint Planning Process is a chance to plan for the future of transportation and land use in the San Joaquin Valley.

By engaging citizens and policymakers at the local and county level, the Valley will be able to create a regional vision to ensure that California's fastest growing region will thrive into 21st century.

What will the Blueprint Planning Process do?

- The San Joaquin Valley Blueprint Planning Process will coordinate infrastructure plans in the San Joaquin Valley with local community goals.
- It will provide a comprehensive and integrated decision-making tool by assembling currently separate and distinct data sets into a single one that allows for scenario planning, more efficient use of resources, and an understanding of regional impacts and solutions.
- It will allow each county in the San Joaquin Valley to maximize resources by utilizing the same data and expertise base to make planning decisions.
- The San Joaquin Valley Blueprint Planning Process will be unprecedented example of local jurisdictions in the San Joaquin Valley demonstrating increased regional identity and a unified purpose in addressing the region's challenges.
- The San Joaquin Valley Blueprint Planning Process will interface with the work of the California Partnership for the San Joaquin Valley and help support state data collection and integration needs for the region.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Ginsburg to approve Madera County nominations to the SJ Valley Blueprint BRAC. Nominees are as follows:

- Frank Bigelow, Madera County Board of Supervisors – Elected Official
- Dennis Miesner, Jr. Madera County Farm Bureau – Agriculture
- Jim Cobb, Madera County Tax Payers Association – Business/Development
- Jacquie Davis – Van Huss, North Fork Rancheria – Business/Development
- Catherine Garoupa, Central Valley Air Quality Coalition – Air Quality/EJ

A vote was called and the motion carried.

C. Memorandum of Understanding of the Regional Planning Agencies in the San Joaquin Valley and Appointments

The current Memorandum of Understanding of the Regional Planning Agencies in the San Joaquin Valley was signed in 1992 for the purposes of coordinating regional planning activities. The DRAFT MOU was included for review in the Boards July package and circulated in July through all the eight valley Council of Governments. The intent is to formalize the agreement in September, including Board appointments to the Regional Policy Council. Included in the Boards packet was an updated version revisiting and modifying the purpose of the MOU. The purpose is to establish a Policy Council of elected officials and to develop a process and framework for establishing formal San Joaquin Valley positions on issues where valleywide consensus exists. The conference is schedule for October 4th - 6th, 2006 in Bakersfield California.

The initial meeting of the new Policy Council will occur on Friday, October 6th from 10:45 to noon, with a lunch to follow.

Action: Upon motion by Commissioner Bigelow and seconded by Commissioner Poythress to 1) approve the Memorandum of Understanding of the Regional Planning Agencies in the San Joaquin Valley, and authorize the Executive Director and Board Chairman to execute the agreement; 2) Appoint two members and an alternate from the MCTC Policy Board to serve on the Valley COG Regional Policy Council. The appointees are as follows:

- Ray Warner-City of Chowchilla
- Steve Mindt-City of Madera and
- Alt. Max Rodriguez-County of Madera.

The appointed members are encouraged to attend Thursday, October 5th (all day) and October 6th events as well. A vote was called and the motion carried.

D. 2006 San Joaquin Valley Regional Planning Agencies Fall Policy Conference

Included in Boards packet was a copy of the San Joaquin Valley Council of Governments (COGs) Regional Issues Conference agenda for October 4th through October 6th. The October 4th events are actually Kern's Transportation Forum and Executive Director's meeting. The Issues Conference will primarily take place on Thursday the 5th and Friday, the 6th. It was encouraged that member agencies participate in this valleywide conference.

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 July 19, 2006

Included in the Commissioner's packet was a copy of the July 19, 2006 Executive Minutes for review.

Action: Approve Executive Minutes of July 19, 2006.

B. *Proposal for Fiscal Audits and Claimant Audits for FY 2005/06*

The firm of Dedekian, George & Small Accountancy Corporation submitted a proposal to perform Fiscal Audits and Claimant Audits for FY 2005/06. The proposal is for a not to exceed amount of \$24,900 with work to be completed by December 31, 2006.

Action: Approve Proposal for Fiscal Audits and Claimant Audits for FY 2005/06.

Administrative Consent Calendar Action

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

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. *FY 2006/07 Revised State Transit Assistance (STA) Estimate – STA Apportionment Resolution 06-04 Amendment No. 1 and STA Allocation Resolution 06-09 Amendment No.1*

Pursuant to section 99312.7 of the Public Utilities Code (PUC), the State Controller is required to provide a revised estimate of the amount of the State Transit Assistance funds to be allocated to each transportation planning agency for the purposes of sections 99313 and 99314 of the PUC.

The amount of STA funds approved by the Governor in the State Budget for the 2006-07 fiscal year is \$629,714,613. In addition, section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. The Madera County STA estimate is \$1,223,074 (\$773,148 increase from the original released estimate). The following is a list of STA funds available to each agency:

1. City of Chowchilla -- \$ 80,502 (increase of \$50,888)
2. City of Madera -- \$ 445,401 (increase of \$281,554)
3. County of Madera -- \$ 697,171 (increase of \$440,706)

The County of Madera requested to carryover unexpended STA funds from Fiscal Year 1999/00 thru Fiscal Year 2004/05 (as reflected in Attachment A) in the total amount of \$195,998.

Staff requested that each agency inform MCTC by email recognizing the revised STA estimate and how those funds should be allocated. Included in the Board's packet Resolution 06-09 Amendment No. 1 includes the revised applications from agencies staffs. Resolution 06-09 Amendment No. 1 was included in the Boards packet reflecting revised allocations of funds.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Ginsburg to approve FY 2006/07 Revised State Transit Assistance (STA) Estimate – STA Apportionment Resolution 06-04 Amendment No. 1 and STA Allocation Resolution 06-09 Amendment No. 1. A vote was called and the motion carried.

B. *FY 2006/07 Local Transportation Fund Allocation Resolution 06-10 Amendment No. 1*

The County of Madera requested to reallocate their 2006/07 LTF Funds due to the increase in the 2006/07 STA Funds. The County of Madera also requested to carryover unexpended LTF funds from Fiscal Year 2000/01 thru Fiscal Year 2005/06 (as reflected in Attachment A) in the total amount of \$685,506.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Ginsburg to approve FY 2006/07 Local Transportation Fund Allocation Resolution 06-10 Amendment No. 1. A vote was called and the motion carried.

C. *Contract Between MCTC and Transportation Planning Group (TPG) for Madera County Traffic*

Monitoring Program

The MCTC has developed a Traffic Monitoring Program intended to provide regional traffic count data in support of maintaining and calibrating the Madera County Traffic Model. The Traffic Monitoring Program also includes traffic support services provided to each of the local agencies within Madera County. These services include: traffic counts; radar surveys; and accident diagrams. A qualified consultant is utilized to administer the program and deliver the required traffic data based on the following scope of work.

The available budget for Fiscal Year 2006/07 is \$40,000.

A. SCOPE OF WORK

The Traffic Monitoring Program is comprised of two main components. The Regional Traffic Count Program and the Local Agency Support Program. The Regional Traffic Count Program consists of a master list of count locations primarily based upon the screenlines used to calibrate the Madera County Traffic Model and are considered required services. The Local Agency Support Program consists of additional services: traffic counts; radar surveys; turn movements; and accident diagrams provided on an as needed basis upon request of the local agency.

REGIONAL TRAFFIC COUNT PROGRAM

- 1) Regional Count Program – The MCTC is responsible for maintaining the Madera Regional Traffic Count Program. This involves approximately 225 count locations to be counted on a rotational basis over a 3-year period in which 75 locations are counted annually. The regional locations are counted over a 24-hr period in each direction and are considered to be “raw” traffic counts. A map indicating each of the regional count locations will be provided by MCTC.

LOCAL AGENCY SUPPORT PROGRAM

- 1) Local agency traffic counts – The local agencies schedule traffic counts as needed to support traffic control device warrant studies; capital improvement program development for streets and roads and signalized intersections; and turning movement counts. Work flow varies depending upon individual agency requirements, however 36 discretionary traffic counts and 5 turn movement counts are made available annually under this program.
- 2) Radar speed studies – All three agencies require radar studies which are provided on an as needed basis. At present there is no formal or regularly scheduled program, however 20 discretionary studies are made available annually under this program. MCTC currently owns and would make available for use a radar gun and related equipment.

Accident analysis – Each agency requires accident analysis to include preparation of accident diagrams, review of accident reports, and recommendations for engineering solutions where applicable. The support program provides 14 discretionary accident diagrams under this program.

Action: Upon motion by Commissioner Ginsburg, seconded by Commissioner Bigelow to approve the Traffic Monitoring Program – Contract agreement between MCTC and TPG Consulting an amount not to exceed \$40,000. A vote was called and the motion carried.

D. Contract Between MCTC and VRPA Technologies, Inc. for SJ Valley Blueprint Professional Facilitator/Community Outreach/UPLAN Modeling Services

The Madera County Transportation Commission (MCTC) invited several firms to submit a proposal for professional facilitator/community outreach services to assist MCTC in its efforts to identify community values and a vision for an enhanced quality of life in Madera County. These outreach activities consistent with the MCTC Blueprint Citizens Participation Plan are necessary to enhance the legitimacy of the San Joaquin Valley Blueprint Planning Process.

The Facilitator will assist the MCTC to develop an outreach strategy and facilitate several community meetings in order to identify values, and develop a vision, goals/objectives and performance measures for the Blueprint process. Activities will also include soliciting feedback on Blueprint scenarios that emerge.

SCOPE OF WORK

- 1) Facilitate Community Outreach Meetings
- 2) Meet with MCTC Staff and the Blueprint Roundtable
- 3) Schedule and Arrange Public Outreach Meetings
- 4) Prepare Summary Notes of Outreach Meetings
- 5) Gathering and Updating GIS Base Data
- 6) Develop Vision and Values with Stakeholders for Madera County
- 7) Prepare GIS Data input for Base Scenario for UPLAN and Convert UPLAN outputs for the Traffic Model
- 8) Establish Goals, Objectives and Evaluation Indicators/Parameters for Scenarios
- 9) Evaluate and Discuss UPLAN Run and Traffic Modeling Results for Base Scenario
- 10) Present and Develop Consensus on Alternatives with Stakeholders and Local Agencies
- 11) Prepare Alternatives Inputs for UPLAN and Traffic Model Runs
- 12) Evaluate and Present Alternative Results to Stakeholders and Select Preferred Alternative for Blueprint Scenario

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Bigelow to approve Blueprint Professional Facilitator/Community Outreach/UPLAN Modeling services – Contract Agreement between MCTC and VRPA Technologies, Inc. for an amount not to exceed \$150,000. A vote was called and the motion carried.

E. FY 2006-07 Overall Work Program – Amendment No.1

The revised Budget is \$1,040,867, an increase of \$137,536. The amendment is as follow:

Revenues – (Increase \$137,536)

- FHWA PL – increase \$108,840
- MCTC LTF – increase \$14,064
- STIP Carryover - \$2,355
- FTA 5305 – increase \$19,046
- FTA Local Match – increase \$2,468
- SJV Regional Blueprint – decrease \$9,237

Indirect Costs – (Remain at \$89,600)

Other Direct Costs – (Increase \$137,536)

- SJV Regional Blueprint – decrease \$9,237
- Public Awareness Program – increase \$125,259
- FTA 5305 Projects – increase \$21,514

Provided to the Board as a handout was the following items, a memorandum; copy of the amended budget; amended OWP spreadsheet and amended work elements: FY 06/07 OWP Work Element 150 – Public Information; Work Element 905 – SJV Regional Blueprint; Work Element 130 – Public Transportation.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Poythress to approve FY 06/07 OWP - Budget Amendment No. 1. A vote was called and the motion carried.

VIII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Measure "T" Status Report

Staff gave a brief report on the status of Measure "T" media outreach.

Action: Information and Discussion Only.

IX. Miscellaneous

A. Items from Caltrans

Paul Marquez gave a brief report on projects within Madera County. Mr. Marquez also reported that Caltrans is in the final phase of completing the Transportation Concept Report for SR 145.

B. Items from Staff

No Items from Staff

C. Items from Commissioners

No Items from Commissioners

X. Adjournment

Meeting adjourned at 4:00 p.m.

Next meeting set for Wednesday, November 15, 2006

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission