

Unmet Transit Needs for Madera County



Notice of Findings Report - May 2018

Fiscal Year
2018/19



DIAL-A-RIDE



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Section 1

Adopted Resolution 18-06

**Resolution 18-06 Defines “Unmet Transit Needs” and “Reasonable to Meet” and Resolution
of Findings**

2. Maintain existing transit systems in Madera County:

The Madera Area Express (MAX) and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera. MAX has expanded service to the community college in the Spring of 2018.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla as well as Fairmead and Valley State Prison.

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.

BE IT FURTHER RESOLVED, the Madera County Transportation Commission finds that the existing transit systems meet a continuing transit need and it is reasonable to continue the funding for the existing transit systems.

The foregoing resolution was adopted this 23 day of May, 2018 by the following vote:

Commissioner Rodriguez voted:	<u>Yes</u>
Commissioner Ahmed voted:	<u>Yes</u>
Commissioner Frazier voted:	<u>Yes</u>
Commissioner Oliver voted:	<u>Yes</u>
Commissioner Medellin voted:	<u>Yes</u>
Commissioner Wheeler voted:	<u>Yes</u>


Chair, Madera County Transportation Commission


Executive Director, Madera County Transportation Commission

Madera County Transportation Commission
Definition of
“Unmet Transit Needs”

The Madera County Transportation Commission 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.

Section 2

Notice of Public Hearing as published in various county newspapers

Note: the general circulation paper, Madera Tribune, was used to legally satisfy Government Code Section 99238.5

Public Hearing Flyer (English and Spanish)

Public Distribution Locations

PUBLIC NOTICE MADERA COUNTY TRANSPORTATION COMMISSION GIVING NOTICE OF HEARING

The Madera County Transportation Commission (MCTC) will hold a Public Hearing to take testimony regarding transportation needs within Madera County. The hearing will be held on Wednesday, April 18, 2018 at 3:00 p.m., in the Madera County Transportation Commission offices, 2001 Howard Road, Suite 201, Madera, CA 93637.

First Transit will provide free public transportation to the Madera County Transportation Commission offices. Call Doug Thompson at 559-661-7435 before 5:00 pm, April 17, 2018 to make a reservation. A Spanish language interpreter will be available during the public hearing for those who wish to testify before the Commission in Spanish. If you would like to testify in a language other than Spanish and English or require other special accommodations in order to testify, please contact the Commission by April 11, 2018.

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.).

Members of the public, interested agencies, and civic groups are encouraged to appear and testify to any transportation needs not being met by the current system. 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.

Those wishing to speak are encouraged to contact Ms. Amelia Davies, MCTC Associate Regional Planner, at 2001 Howard Road, Suite 201, Madera, California, 93637. The MCTC telephone number is (559) 675-0721. A request to speak need not be scheduled, individuals may simply appear at the hearing and request to be recognized, however a scheduled appearance is encouraged to help organize the testimony. Those that are unable to attend the public hearing are encouraged to submit their comments in writing prior to April 18, 2018 for inclusion in the public record.

NOTIFICACIÓN PÚBLICA LA COMISIÓN DE TRANSPORTE DEL CONDADO DE MADERA DA AVISO DE AUDIENCIA

La Comisión de Transporte del Condado de Madera (MCTC, *por sus siglas en inglés*) celebrará una Audiencia Pública para tomar testimonio en cuanto a las necesidades de transporte dentro del Condado de Madera. La audiencia tomará lugar el miércoles, **18 de abril, 2018 a las 3:00 p.m.**, en las oficinas de la Comisión de Transporte del Condado de Madera, en el 2001 Howard Road, Sala 201, Madera, CA 93637.

First Transit proporcionará transporte público gratis a las oficinas de la Comisión de Transporte del Condado de Madera. Llame a Doug Thompson al 559-661-7435 antes de las 5:00 p.m. del 17 de abril, 2018, para reservar su espacio. Un intérprete del idioma español estará disponible durante la audiencia pública para aquellos que deseen atestiguar ante la Comisión en español. Si usted desearía atestiguar en un idioma que no sea ni inglés ni español, o si requiere otros arreglos especiales para poder atestiguar, haga el favor de ponerse en contacto con la Comisión antes del 11 de abril, 2018.

Bajo el Acta del Desarrollo de Transportación de California (TDA, *por sus siglas en inglés*), esta oportunidad de audiencia se proporciona anualmente para tomar testimonio sobre las posibles necesidades no cumplidas dentro de la región. La Comisión tiene que, posteriormente de la audiencia, hacer una determinación de si las necesidades presentadas son “razonables” como para cumplirlas. Después que todas las necesidades “razonables” han sido cumplidas por medio de la ampliación de servicios ya existentes, o por la creación de nuevos sistemas de tránsito, La Comisión podrá soltar fondos restantes del TDA para propósitos de calles y caminos (reparación, reconstrucción, etc.).

A los miembros del público, agencias interesadas, y grupos cívicos se les anima a comparecer y dar testimonio sobre cualquier necesidad de transporte que no se esté cumpliendo por el sistema actual. El testimonio ha de ser tan específico como sea posible en lo que toca a aquellos ciudadanos, o grupos de ciudadanos, que actualmente no sean servidos por el tránsito, el tipo y cantidad de servicio de tránsito que se esté pidiendo, el área geográfica en el cual se necesite el servicio, y cualquier otra evidencia de datos en apoyo, que ayudarán en la evaluación de lo “razonable” del servicio pedido.

A aquellos que desean hablar se les anima a comunicarse con el Sra. Amelia Davies, Planificador de Transportación de la MCTC, en el 2001 Howard Road, Sala 201, Madera, CA 93637. El número telefónico de la MCTC es (559) 675-0721. No se tiene que programar una petición para hablar, los individuos pueden sencillamente comparecer a la audiencia y pedir ser reconocidos, sin embargo, se le anima programar una comparecencia para ayudar a organizar el testimonio. A aquellos que no podrán asistir a la audiencia pública se les anima someter sus comentarios por escrito antes del 18 de abril, 2018 para ser incluidos en el registro público.

Proof of Publication

(2015.5 C.C.P.)

ORDER TO SHOW CAUSE FOR PUBLIC HEARING

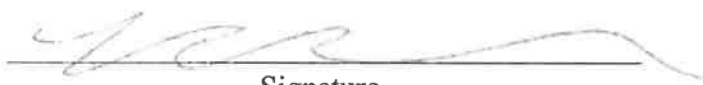
MADERA COUNTY TRANSPORTATION COMMISSION

STATE OF CALIFORNIA)) ss.
County of Madera)

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of General circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

MARCH 14, 2018

I certify or declare under penalty of perjury that the foregoing is true and correct.


Signature

DATED: _____ MARCH 14, 2018

Proof of Publication- The Madera Tribune, P.O. BOX 269, Madera CA 93639- (559) 674-2424
Adjudged a newspaper of general circulation by court decree No. 4875 dated November 8, 19

PUBLIC NOTICE: MADERA COUNTY TRANSPORTATION COMMISSION GIVING NOTICE OF HEARING

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A los miembros del público, agencias interesadas, y grupos cívicos se les anima a comparecer y dar testimonio sobre cualquier necesidad de transporte que no se esté cumpliendo por el sistema actual. El testimonio ha de ser tan específico como sea posible en lo que toca a aquellos ciudadanos, o grupos de ciudadanos, que actualmente no sean servidos por el tránsito, el tipo y cantidad de servicio de tránsito que se esté pidiendo, el área geográfica en el cual se necesite el servicio, y cualquier otra evidencia de datos en apoyo, que ayudarán en la evaluación de lo "razonable" del servicio pedido.

A aquellos que desean hablar se les anima a comunicarse con el Sra. Amelia Davies, Planificador de Transportación de la MCTC, en el 2001 Howard Road, Sala 201, Madera, CA 93637. El número telefónico de la MCTC es (559) 675-0721. No se tiene que programar una petición para hablar, los individuos pueden sencillamente comparecer a la audiencia y pedir ser reconocidos, sin embargo, se le anima programar una comparecencia para ayudar a organizar el testimonio. A aquellos que no podrán asistir a la audiencia pública se les anima someter sus comentarios por escrito antes del 18 de abril, 2018 para ser incluidos en el registro.

Unmet Transit Needs Public Hearing



Do you have questions or concerns about public transportation in Madera County? Tell us how we can make public transportation work for you.

¿Tiene preguntas o inquietudes sobre el transporte público en el Condado de Madera? Díganos que podemos hacer para que el transporte público trabaje para usted.

The Unmet Needs Hearing is on Wednesday, April 18, 2018 at 3:00 PM

La Audiencia de Necesidades No Cumplidas es el Miércoles, 18 de Abril, 2018 - 3:00 PM.

Madera County Transportation Commission
2001 Howard Rd., Suite 201, Madera, CA 93637

Or send comments to:

O comuníquese con nosotros:



Amelia Davies - 559-675-0721 - amelia@maderactc.org

Your input is important!

¡La información presentada por usted es importante!

All comments must be received by April 18, 2018.

Todos los comentarios tienen que ser recibidos antes del 18 de Abril, 2018.



Please consider taking our online survey by scanning the QR code below.*

*Por favor, consideren la posibilidad de tomar nuestra encuesta en internet escaneando el código QR a continuación.**



*Must be scanned with QR scanner app available on the App Store or Google Play Store.
Deben escanearse con escáner QR app disponible en la App Store o Google Play Store.

Madera Area Express (MAX), Dial-A-Ride, Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Senior Bus & Escort Van, Yosemite Area Regional Transportation System (YARTS)

Public Awareness Distribution List
(April 18, 2018)

Madera Area

Madera City Administrative Services
Madera County Government Center
Madera County Library
Madera Community Action Partnership
Madera County Workforce Assistance Center
Madera County Department of Social Services
First 5 Madera County
Madera County Public Health Department
WIC
Frank Bergon Senior Center
Pan American Community Center
Madera County Food Bank
Downtown Madera Intermodal Center
Madera Community College
The Tacklebox
La Esperanza Mercado
Bridge Store
Fastway Market
Mi Reina Market
Del Valle
Sunrise Market

Chowchilla/Fairmead

Chowchilla Branch Library
Chowchilla City Hall/Civic Center
Chowchilla Medical Center
Chowchilla Senior Center
Galilee Missionary Baptist Church

La Vina/Ripperdan

La Vina Market
Farmers Market
Plaza Market

Madera Ranchos

Ranchos Branch Library
Madera Ranchos Market

Oakhurst/Ahwahnee

Oakhurst Government Center-Sheriff
Madera County Behavioral Services
Madera County Workforce Development
Oakhurst Branch Library
Oakhurst Community College
Oakhurst Community Center
Senior Citizens' Center
The Cool Bean Café
Slims Koffee Shak
Raleys
Vons
Ahwahnee Quick Mart

Coarsegold/Indian Lakes/Yosemite Lakes Park

Coarsegold Community Center
Coarsegold Market
Robert's Frosty
Zanders Coffee
Coarsegold Chevron
YLP Clubhouse
Hillside Market
YLP Valero

Bass Lake/North Fork

Bass Lake Government Center-Courthouse
Pines Market
North Fork Branch Library
North Fork Rancheria
North Fork Super Market
Bass-Fork Mini Mart

Section 3

Staff Report and Recommendations for "Unmet Transit Needs"
Dated May 23, 2018



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

MEMORANDUM

ITEM IV-A

DATE: May 23, 2018
TO: MCTC Policy Board
FROM: Amelia Davies, Associate Regional Planner
Madera County Transportation Commission
RE: 2018-19 Unmet Transit Needs – Resolution 18-06 – ITEM IV-A

I. Requested Action:

MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council’s 2018/19 Unmet Transit Needs findings by Resolution 18-06.

II. Summary:

Included in your package is the SSTAC Recommendation Letter, Chairman Letter to those who testified, and the Public Hearing Comment Summary.

On April 18, 2018, 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 2018/19 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.

III. Discussion:

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, April 18, 2018, 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.

NARRATIVE OF EVALUATION

City of Madera

There are no unmet transit needs that are reasonable to meet at this time in the City of Madera.

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 that are reasonable to meet within the City of Madera. 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 Sunday service to be added on the Madera Area Express (MAX) fixed-route service. Dial-A-Ride (DAR) has an existing Sunday service for riders to utilize. It has been determined that DAR is not overflowing with appointments and riders on Sunday’s so a fixed-route service is not currently feasible as riders can use DAR. It was also requested that there is a need for more regular stops (every half hour as opposed to every hour) at the Knox and Olive stop. This is not currently reasonable to meet but local operators will continue to monitor ridership and make expansions or alterations to the service as warranted.

Testimony was also received regarding DAR dispatch concerns, bus stop location, signage, frequency, and on-time performance of the MAX and the Madera DAR system; however, the comments reflect operational issues and not unmet transit needs. MAX and DAR staff does have their performance monitored including communications on the bus and over the telephone. Customers are encouraged to report any problems to MAX and DAR management so review and proper action can be taken to alleviate the issue.

City of Chowchilla

There are no unmet transit needs that are reasonable to meet at this time in the City of Chowchilla.

MCTC staff did not receive any comments or testimony regarding unmet transit needs in the City of Chowchilla for FY 2018/19.

County of Madera

There are no unmet transit needs that are reasonable to meet at this time in the County of Madera.

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 no unmet transit needs that are reasonable to meet at this time in the County of Madera. 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 by several MCC riders to possibly add one more trip to Valley Children's hospital via MCC's College/Children's Hospital route. There is a three hour gap between trip three and trip four. MCC staff is looking at the feasibility of adding one more trip between those two trips to accommodate for those needing more access to the Children's Hospital.

Testimony was also received regarding the promotion of this service. A new rider of the service didn't know it existed so they are requesting more promotion including cost and where/when it runs. MCC staff along with MCTC staff will work together to do more public outreach for MCC. Public outreach could be imperative to increase ridership and farebox recovery. All transit services in the Madera Region are struggling to meet farebox so providing promotional services may help in the increase of ridership.

RECOMMENDATION

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

- 1. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2018/19 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.**

The Madera Area Express (MAX) and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera. MAX has established Route 3 as part of their expansion to the community college. That service arrives at the college at 7:43am every morning and continues on the same schedule every hour through the last bus of the day which departs the college at 5:47pm.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla as well as Fairmead and Valley State Prison.

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 including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

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

Staff and 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:

- *Madera Transit System - City of Madera (Dial-A-Ride and MAX);*
- *Chowchilla Area Transit Express - City of Chowchilla;*
- *Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;*
- *Madera County Connection*

III. Fiscal Impact:

No fiscal impact to the MCTC FY 2018/19 Overall Work Program and Budget

Section 4

Social Service Transportation Advisory Council (SSTAC) Role and Responsibilities

SSTAC member list

*SSTAC final recommendation to MCTC regarding Unmet Transit Needs in Madera County
(Dated May 23, 2018)*

Participation letter to local individuals/organizations

Participation letter to the SSTAC

SSTAC meeting sign-in sheets

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

Potential Transit User 60 Years or Older (minimum of 1)

APPOINTMENT	GEOGRAPHIC/AGENCY REPRESENTATION	TERM EXPIRES
VACANT		

Representatives of the Local Social Service Providers for Seniors (minimum of 2)

APPOINTMENT	GEOGRAPHIC/AGENCY REPRESENTATION	TERM EXPIRES
Maria Bautista	Madera County Connection	6-18
Ellen Moy	Madera County	6-18

Potential Transit User Who Is Disabled (minimum of 1)

APPOINTMENT	GEOGRAPHIC/AGENCY REPRESENTATION	TERM EXPIRES
Loretta Castro	City of Madera, Transit Advisory Board	6-18

Representative of the Local Social Service Provider for Disabled (minimum of 2)

APPOINTMENT	GEOGRAPHIC/AGENCY REPRESENTATION	TERM EXPIRES
VACANT		6-18
Martha Pitts	First Transit	6-18

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)

APPOINTMENT	GEOGRAPHIC/AGENCY REPRESENTATION	TERM EXPIRES
VACANT		6-18

Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)

APPOINTMENT	GEOGRAPHIC/AGENCY REPRESENTATION	TERM EXPIRES
Elizabeth Wisner	Community Action Partnership of Madera County	6-18
Yolanda Shepard	Community Action Partnership of Madera County	6-18

Staff

APPOINTMENT	AGENCY REPRESENTATION	TERM EXPIRES
Amelia Davies	Madera County Transportation Comm.	
Dylan Stone	Madera County Transportation Comm.	

Social Service Transportation Advisory Council

Commission Members

•

Chairman
Brett Frazier
Madera County

•

Vice Chairman
William Oliver
City of Madera

•

Andrew Medellin
City of Madera

•

Waseem Ahmed
City of Chowchilla

•

Tom Wheeler
Madera County

•

Max Rodriguez
Madera County

May 23, 2018

Brett Frazier, Chairman
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

SUBJECT: SSTAC FY 2018/19 "Unmet Transit Needs" Recommendation

Dear Chairman Frazier:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC met in weeks prior to the public hearing to review past actions and prepare for this year's unmet transit needs process. Although testimony regarding transit needs in Madera County was not received at the "Unmet Transit Needs" Public Hearing on April 18, 2018, there were numerous comments received via telephone and in writing. The SSTAC met again the week following the public hearing to discuss potential transit issues. Based on the written comments received our recommendations to the Commission are as follows:

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

- 1. That the Madera County Transportation Commission finds there are no unmet transit needs reasonable to meet at this time in the FY 2018/2019 within the jurisdiction of the City of Chowchilla, the City of Madera and the County of Madera.**
- 2. Maintain existing transit systems in Madera County: Madera Transit System (MAX 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.

MCTC
Executive Director
Patricia Taylor
2001 Howard Rd. Suite 201
Madera, CA 93637
(559) 675-0721
(559) 675-9328 FAX

City of Madera

The Madera Area Express (MAX) 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.

Sincerely,

A handwritten signature in blue ink that reads "Loretta G. Castro". The signature is written in a cursive style with a large initial "L".

Loretta Castro, Chairperson
Social Service Transportation Advisory Council



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

February 21, 2018

TO: Interested Individuals and Organizations

FROM: Amelia Davies, Associate Regional Planner
Social Service Transportation Advisory Council

SUBJECT: Unmet Public Transportation Needs

The Madera County Transportation Commission (MCTC), as a federally designated regional transportation planning agency (RTPA), is responsible for annually assuring that public transportation needs are being “reasonably met.”

The MCTC’s Social Service Transportation Advisory Council (SSTAC) was established, consistent with State Law (SB 498, 1987), to address transit issues within Madera County. It comprises a broad representation of social service agencies, transit operators and users, and is responsible for forwarding recommendations to the MCTC Policy Board regarding transit service deficiencies and issues.

Each year the MCTC conducts an extensive process to plan, program, analyze, and evaluate existing and potential general public and social service transit services within Madera County. The results are to be consistent with the adopted Regional Transportation Plan and its supporting implementation, technical, and budgeting documents.

Despite thorough involvement from elected officials, administrative staff, technical staff, private and public sector representatives, union representatives, social service agency staff and clients, and general public representatives, we encourage organizations and individuals such as you to contribute comments.

If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service, or private sector operators, we request that you submit

appropriately detailed documentation to assist staff in evaluating the potential for additional transit service. Our initial evaluation criteria includes

- service area boundary;
- specific origin and destination information;
- trip times and frequency;
- estimate of potential patrons or clients who intend to utilize the service on an infrequent, regular, and/or consistent basis;
- special needs of ambulatory and/or disabled passengers;
- ability, source of funding, and potential constraints in paying required share of transit expenditures and/or subsidized fares.

If adherence to minimum urban/rural performance standards (passenger per hour, passengers per mile, cost per passenger, cost per hour, cost per mile and farebox recovery) is possible, then an in-depth service proposal may be developed by staff for further consideration.

Following the April 18, 2018 legally noticed Public Hearing, the SSTAC will consider all information collected during the process and make a determination and recommendation regarding “unmet transit needs” to the MCTC Policy Board at its next scheduled meeting on May 23, 2018. An assurance, or finding, is necessary prior to the approval and allocation of State Transportation Development Act funds for transit and/or street and roads projects to transit operators and MCTC member agencies.

If you have any specific written comments, please forward them to me, with the aforementioned supporting information.

Amelia Davies, Associate Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

You may also submit comments via email, phone call, or in person. If you have any questions about the Unmet Transit Needs process, please do not hesitate to contact me at: 559-675-0721 or amelia@maderactc.org

Thank you for your assistance and I look forward to hearing from you.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

MEMORANDUM

DATE: February 21, 2018

TO: Social Service Transportation Advisory Council Member

FROM: Amelia Davies, Associate Regional Planner
Madera County Transportation Commission

RE: Social Service Transportation Advisory Council Meeting

The Social Service Transportation Advisory Council (SSTAC) normally meets prior to the Unmet Transit Needs hearing held annually by the Madera County Transportation Commission (MCTC). This year the Unmet Transit Needs hearing will be held on **April 18, 2018 at 3:00 PM** in the Madera County Transportation Commission Board Room, 2001 Howard Road, Suite 201, Madera, CA 93637.

The following are important meeting dates for SSTAC:

SSTAC MEETING: Wednesday, April 4, 2018 at 10:30 AM

The meeting will be held at the MCTC offices located at 2001 Howard Road, Suite 201, Madera, CA 93637. The meeting will:

1. Define the roles and responsibilities of the Advisory Council;
2. Update on transit plans;
3. Discuss transit agency updates;
4. Discuss potential transit needs.

PUBLIC HEARING: Wednesday, April 18, 2018 at 3:00 PM

The meeting will be held at the MCTC offices located at 2001 Howard Road, Suite 201, Madera, CA 93637. The SSTAC is encouraged to attend. The purpose of the meeting is to:

- Hold a public hearing for the public to provide comments.

SSTAC MEETING: Wednesday, April 25, 2018 at 10:30 AM

The meeting will be held at the MCTC offices located at 2001 Howard Road, Suite 201, Madera, California 93637. The meeting will:

1. Review and evaluate comments received by the MCTC during the annual "Unmet Needs Public Hearing";
2. Appoint representatives to the May 23, 2018 MCTC board meeting;
3. Recommend action by the MCTC Policy Board for Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet; and
4. Advise the MCTC on any other major transit issues.

The SSTAC will make their recommendation to the MCTC Policy Board at the May 23, 2018 board meeting. The MCTC Policy Board will adopt by resolution a finding for Madera County.

Agendas for the SSTAC meetings are attached. I look forward to working with each of you. If you have any questions or comments, please do not hesitate to contact me at (559) 675-0721 or amelia@maderactc.org.

SSTAC MEETING

Date: Wednesday, April 4, 2018
Time: 10:30 AM
Place: Madera County Transportation Commission
2001 Howard Road, Suite 201, Madera, CA
93637 - Conference Room

Social Service Transportation Advisory Council **Agenda**

Item	Description
I.	Introductions
II.	SSTAC Roles and Responsibilities (<i>Davies</i>)
III.	Discuss Anticipated Comments – Unmet Transit Needs Hearing (<i>All</i>)
IV.	Discuss Any Other Transit Items (<i>All</i>) <ul style="list-style-type: none">• Transit Plans• Other Planning Documents
V.	Discuss Future Meetings (<i>Davies</i>) <ul style="list-style-type: none">• Unmet Needs Public Hearing – April 18, 2018• SSTAC meeting – April 25, 2018
VI.	Adjournment (<i>Chairman</i>)

SSTAC MEETING

Date: Wednesday, April 25, 2018
Time: 10:30 AM
Place: Madera County Transportation Commission
2001 Howard Road, Suite 201, Madera, CA
93637 - Conference Room

Social Service Transportation Advisory Council **Agenda**

Item	Description
I.	Introductions
II.	Unmet Transit Needs Response to Comments <i>(Davies)</i>
III.	Recommendation to MCTC Board <i>(Chairperson)</i>
IV.	Discuss Future Meetings <i>(Chairperson)</i> <ul style="list-style-type: none">• Appoint Representatives to attend the MCTC Board Meeting - May 23, 2018 at 3:00pm
V.	Adjournment <i>(Chairperson)</i>

SSTAC MEETING

Sign-In Sheet

Date: April 4, 2018

Location: MCTC Conference Room

Time: 10:30 A.M.

Name	Phone	E-Mail
Loretta Curtis	674 998	—
Elizabeth Wiseman	675-5742	@madeiraacap.org ewiseman@
MARIA BAUTISTA	209 559-661-3040	mbautista@mercedtran.com
Ellen Moy	822-2425	ellen.moy@comcast.net

SSTAC MEETING

Sign-In Sheet

Date: April 25, 2018

Location: MCTC Conference Room

Time: 10:30 A.M.

Name	Phone	E-Mail
Loretta Castro	674718	—
ELEN MOY	289-2666	ellen.moy@comcast.net
MARIA BAUTISTA	661-3040	mbautista@mercedtrans.com
Elizabeth ^{Wisener}	675-5742	ewisener@madera ^{cup.org}
Ivette Iraheta	661-3692	iiraheta@cityofmadera.com
Dhr McKey	661-3689	dmckey@cityofmadera.com
Robin Roman	665-8615	rroman@cityofchowchilla.org

Section 5

Unmet Transit Needs Public Hearing sign-in sheet

Unmet Transit Needs public comments and SSTAC response to each

Madera County Transportation Commission (MCTC) Policy Board appreciation letter to commenters

Unmet Transit Needs Public Hearing

Sign-In Sheet

Date: April 18, 2018

Location: MCTC Conference Room

Time: 3:00 P.M.

Name	Phone	Email
<i>MCTC</i> → MARIA BAUTISTA	559-661-3040	m.bautista@mercedtrans.com
Jim Morred	559-661-5418	jmorred@cityofmerced.com
Debra Melanin	559-661-3684	
<i>First Transit</i> Hette Trahele	661-3692	—————
Monika Pitts	480-228-1948	

FY 2017/18 Unmet Transit Needs

Analysis of Comments Received During the FY 18/19 Unmet Transit Needs Process					
Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"
Comments submitted via Telephone					
1	Madera County	Senior Bus	The Senior Bus rider was turned down on 3/28/18 for a ride on 3/29/18 to get his medication. He was told the bus was too full at 10 riders. Called well in advance at one day early. Oakhurst is growing and he needs public transportation to get his medication. Closest bus stop is too far to walk from home residence. The bus driver Sheila is kind, courteous, and gets the job done. She is not to blame -- dispatch is the issue. He also believes it is inappropriate to fill out an application for a public transit service.	<p style="text-align: center;">Not an unmet transit need</p> <p>This comment pertains to public relations of the Senior Bus and CAPMC, which operates the Senior Bus, and does not meet the defined criteria of an "unmet transit need". Each bus is limited to 10 riders because of the wide geographical area. If a bus is full, riders can be put on the list to still be picked up and the driver is typically able to accommodate those that are waitlisted. If the driver for Senior Bus cannot accommodate than it is possible for the Escort Service driver to assist in pickups if available. Prior to Senior Bus requiring an application for riders, there had been a lot of complaints about people saying they were disabled but weren't actually disabled. To correct the issue the basic application was established.</p>	N/A
Comments submitted via Unmet Transit Needs Form					
2	Madera County	MCC	I go to Valley Children's everyday and I find that the scheduling for MCC is still not enough. At least add another one. (English translation)	This is an unmet transit need that is not reasonable to meet.	<p style="text-align: center;">Not reasonable to meet</p> <p>The County will continue to review the possibility of adjusting times in the future so the three hour gap isn't as large.</p>
3	Madera County	MCC	I ride MCC several times a week to get to work in Bass Lake. I think it would be very helpful to have this bus run on the weekends.	This is an unmet transit need that is not reasonable to meet.	<p style="text-align: center;">Not reasonable to meet</p> <p>It would not be cost effective to add weekend service for this route. There haven't been many requests to add weekend service.</p>
4	City of Madera	MCC/MAX?	Different pickup routes. Example, near "p" street MAX routes.	This is an unmet transit need that is not reasonable to meet.	<p style="text-align: center;">Not reasonable to meet</p> <p>P Street is a transfer point on Route 1, 2, & 3. Route 1 has 30 minutes headways which were recently reduced from 35 minutes. To shorten that any further wouldn't be feasible at this time.</p>
5	City of Madera	MAX	I would like more pickup times instead of every hour it should be every half hour. I get picked up on P street to go to college Mon-Thurs at 9:25 am.	This is an unmet transit need that is not reasonable to meet.	<p style="text-align: center;">Not reasonable to meet</p> <p>P Street is a transfer point on Route 1, 2, & 3. Route 3 currently runs on 60 minute headways however, City staff is working on reducing the headways with an additional bus for Route 3. With the current plans in place, the additional bus may be available in the next fiscal year.</p>

6	City of Madera	DAR	I like riding the Dial A Ride. Allow us to eat on bus? We have no complaints at all.	Not an unmet transit need This comment pertains to public relations of MAX and DAR and does not meet the defined criteria of an "unmet transit need".	N/A
7	City of Madera	MAX	There are no improvements I require. I live by town & country park. Every Tuesday and Thursday I must head to the Madera Center.	Not an unmet transit need This comment pertains to public relations of MAX and DAR and does not meet the defined criteria of an "unmet transit need".	N/A
8	City of Madera	MAX	No improvements at this time. I live by Madera High School. I take the bus m-f. M, W, F - 10:25 am. T, Th - 9:25 am.	Not an unmet transit need This comment pertains to public relations of MAX and DAR and does not meet the defined criteria of an "unmet transit need".	N/A
9	City of Madera	MAX	Sunday Service. Madera and G Street.	This is an unmet transit need that is not reasonable to meet.	Not reasonable to meet It is not currently feasible to provide a fixed route service on Sunday. DAR is not highly impacted on Sunday and some DAR buses are empty driving around the city of Madera. DAR serves residents on Sunday from 8-2:30pm.
10	City of Madera	MAX	The buses don't always arrive at their stop time, in other words they take long to pick a person up. The area by where I live are the cross streets P st and 6th st. When I am running tasks, for example going to walmart, I usually take the MAX in the afternoon and sometimes mornings.	Not an unmet transit need The newest First Transit manager is looking at ways to improve wait times and enhance customer experience.	N/A
11	City of Madera	DAR	I would say that there are times when I call Dial A Ride for a reservation and they don't have it marked down. I don't know how it is now, but when I used Dial A Ride was December of last year.	Not an unmet transit need A computerized scheduling system is currently being implemented by the City of Madera. Drivers have all information on a tablet that is easily accessible. It is anticipated that this will reduce dispatching errors and increase productivity.	N/A
12	City of Madera	MAX	Delay of the MAX route on Cleveland Ave going to P Street. In front of Madera apartments driver answering a question about where the bus is going.	Not an unmet transit need The newest First Transit manager is looking at ways to improve wait times and enhance customer experience.	N/A
13	City of Madera/County	MAX/MCC	The MAX stop on Country Club dr and Sherwood needs much more improvements on boarding times that are currently 1 hour wait time for the Walmart route. When finally boarded the MAX bus going to Walmart the route ends across the street from Walmart at Walgreens leaving passengers to walk across traffic (safety issue). Also, the MCC route to and from Valley Children's leaves passengers stranded and waiting for the next bus. 3 hours wait from 12:30 pm to 3:30 pm daily.	Not an unmet transit need The stop on Sherwood near Big Lots is currently at the shortest headways of 30 minutes. It is not currently feasible to reduce that time any further. City of Madera staff is looking at a possible stops that can get passengers to Walmart safely and conveniently. It is a long process that includes many parties but it is one of their top priorities.	N/A
14	City of Madera	DAR	A notification in case any problem arise regarding the bus we are assigned to.	Not an unmet transit need City of Madera staff will work with First Transit to examine the possibility of having notifications be sent to riders if any problems occur on DAR.	N/A
15	City of Madera	DAR	I think Dial A Ride should pick up people from the college on time everyday	Not an unmet transit need The newest First Transit manager is looking at ways to improve wait times and enhance customer experience.	N/A

16	City of Madera	DAR	I go from my house to the Madera Community College, I would like there to be a way to make a reservation for the whole week instead of calling everyday for a ride. Sometimes I'm calling and I won't get the bus I need because I was on hold too long.	Not an unmet transit need City of Madera staff have discussed individual subscriptions for DAR and it will be looked into further.	N/A
17	City of Madera	DAR	Sometimes on time, other times late. Sometimes refuse to listen to riders.	Not an unmet transit need The newest First Transit manager is looking at ways to improve wait times and enhance customer experience.	N/A
18	City of Madera	MAX	Please depart on time and not earlier so riders can make it/don't miss the bus. Though it is convenient and allows bus to be on time, it is not fair to riders who keep a routine. Thank you. *Live near walmart, destination College T/Th 9am - 1:47pm.	Not an unmet transit need The newest First Transit manager is looking at ways to improve wait times and enhance customer experience.	N/A
19	City of Madera	DAR	I like to ride the bus but sometimes I feel like it's too much for one driver to do a whole route. I been late to school because they forgot to put address.	Not an unmet transit need A computerized scheduling system is currently being implemented by the City of Madera. Drivers have all information on a tablet that is easily accessible. It is anticipated that this will reduce dispatching errors and increase productivity	N/A
20	City of Madera	DAR	I would like to see more drivers during the morning and afternoon shift so that students can get on time to school on time. Have dispatchers answer phones on time and not have us on hold for no more than a minute. It makes it very unprofessional	Not an unmet transit need There has been additional training done recently at First Transit that will assist in providing exceptional customer service. With the recent changes at First Transit, it will take some time to have all staff properly trained.	N/A
21	City of Madera/County	DAR/MAX/MCC	MAX - more regular stops on the Knox & Olive stop (half hour as opposed to hourly stops). Professional drivers: Joe, Miguel, Donelle :) MCC (Darnell). MCC - Add more morning trips to Chukchansi MAX & DAR - Dispatch terrible customer service (ex: long hold periods, hang-ups, rude dispatch personnel, no answer of phones)	Not an unmet transit need The stop located on Knox near Olive is a newer stop that is on Route 1. Route 1 has the shortest headways of 30 minutes so it is not feasible at this time to further shorten that timeframe. Adding more morning trips to Chukchansi will be looked at by MCC staff. They will assess onboarding and deboarding as well as do some in depth surveying. The earliest the bus arrives at Chukchansi is 6:52 am.	N/A
22	City of Madera	DAR	I have no problems with the drivers, the problem is that they do not send the bus on time because I have to pick up my daughter from school and sometimes they do not come to pick me up on time. Other than that everything is okay.	Not an unmet transit need The newest First Transit manager is looking at ways to improve wait times and enhance customer experience.	N/A
23	Madera County	MCC	Maybe one or two more trips to the hospital and college so there is less gaps throughout the day. As someone who lives in Fresno, but goes to school in Madera, more availability would be convenient.	This is an unmet transit need that is not reasonable to meet.	Not reasonable to meet The County will continue to review the possibility of adjusting times in the future so the three hour gap isn't as large.

24	City of Madera	MAX/DAR	Dispatch -- extremely long periods of wait time on hold. And impatient at times when speaking with you. Some drivers very nice, others have bad attitude. Only think of themselves and not the people riding their bus. MAX -- drivers skip stops. Very frequently at the Pan Am Senior Center. I will not and cannot go there via MAX because in 2017 was left there for 2 hours because drivers were skipping that stop. I say, if you are getting paid to do stops you should do them, even if no one is usually there! Drivers being consistently, extremely late! Not all but a couple of them. Dial-A-Ride pick up on "P" street the lady that usually picks up on Sunday is very very impatient with customers. If one wrong thing is said to driver you can feel the disdain or even hatred toward you. Example will not answer when you speak to her or ask her a questions. P.S. I would like to hear Rush Limbaugh on the bus radio! :)	<p style="text-align: center;">Not an unmet transit need</p> <p>The newest First Transit manager is looking at ways to improve wait times and enhance customer experience. The radio doesn't not get played at all in any of the buses. First Transit is still working on training new dispatchers and retraining current dispatchers. The drivers will skip stop if they do not see any passengers waiting at the stop. This is done to make up for time that may have been lost while on route.</p>	N/A
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Comments submitted via Survey Monkey

25	City of Madera	Dial A Ride	Respondent uses DAR but not MAX because there is no station near Ellis and Chapin. Requesting improvements to Dial A Ride: often sees individuals waiting at cross streets in the direct sunlight. Transit improvements: that common shelters be provided for use by six (?) agency providing transit service.	<p style="text-align: center;">Not an unmet transit need</p> <p>The construction of transit shelters around the City of Madera is an ongoing process.</p>	N/A
26	City of Madera	MAX	Easier info access	<p style="text-align: center;">Not an unmet transit need</p> <p>City of Madera staff will look at simplifying the current brochure to be more user friendly. They will work on easier access for all information related to City of Madera transit.</p>	N/A
27	County of Madera	MCC	I would like to see more promotion of this service, I didn't even know it existed, or how to obtain the service, cost etc.... Where and when it runs?!?	<p style="text-align: center;">Not an unmet transit need</p> <p>MCC staff will work with MCTC to perform more public outreach so residents in the Madera Region will be made aware of all the transit options that are available.</p>	N/A

Comments submitted via Email

28	City of Madera	MAX/DAR	<p>It is my understanding that Doug has been replaced at Madera MAX and Dial-a-Ride, as well as senior dispatcher Lupe. Though Rude, Lupe was a good dispatcher. While ineffective at times, Doug was unfailingly polite to me and others at all times, including while HE was on-air dispatching. If I was stranded at a bus stop and called in to the office, Doug nearly always dispatched a Dial-a-Ride to the rescue.</p> <p>The problems I've had with the company start with my being convinced that NO ONE in the office knows how to communicate with anyone else in a civil manner, with the exception of Mina, the newest dispatcher there. She is unfailingly polite and helpful on the phone and in the office, and I've heard her on-air many times, as she dispatches calls to driver, always on-point and polite to them, as well, using what I'd considered standard FCC protocols.</p> <p>However, the recent changes have not affected Becca, now the senior dispatcher, as far as rudeness to dispatchers is concerned, and on the phone to callers, as well.</p> <p>Becca is one of the least informed of anyone I've ever spoken to in the dispatch office. If she is informed, she apparently is unable to retain the information, does not hear it properly, or acts on what she assumes has been said. Addresses are sometimes dispatched incorrectly, which I know first-hand. Buses have been dispatched to the Cleveland Save Mart, when I am waiting at the Howard Rd store, and vice versa.</p>	<p style="text-align: center;">Not an unmet transit need</p> <p>A computerized scheduling system is currently being implemented by the City of Madera. Drivers have all information on a tablet that is easily accessible. It is anticipated that this will reduce dispatching errors and increase productivity. Training has been an important focus for the newest First Transit manager as there is a need for better customer service from First Transit staff. They will be focusing on customer service and timeliness as part of training requirements. Drivers will occasionally skip stops if no rider is present at the stop. This is done in order to make up for time that may have been lost throughout the route.</p>	N/A
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The phones go unanswered for long periods of time, i.e., today I called the office to report an incident with the college route (route 6) morning driver not stopping at P street at 8:04 A.M., heading north to Walgreen's on Cleveland. I was on the phone, on hold, from 11 A.M. until 11:15. I gave up on the incident report and re-dialed the number to request transportation for the Unmet Transit Needs meeting on Wednesday the 18th. I got off the phone at 11:34.

The other communications problem is that critical information does not travel horizontally, or vertically. When I called the office and asked to speak to the manager about the college route problem, the call was not transferred to the manager. It is my understanding she was sitting in the main room, monitoring or observing the dispatcher at that time.

For years, I've been personally stranded at a bus stop several times because one or two of the drivers do not stop at some of the bus stops, skipping them altogether, or take a visual, and if they see no one at the stop they bypass it from as much as a block or more away. Some drivers do not follow the proscribed routes as known to passengers through published route maps. Timeliness has been an issue FOREVER it seems, with drivers as late by as much as 40 minutes on a 35-minute schedule.

My solution to many of the problems at First Transit is Re-Training. Drivers should not have to call dispatch for directions...they should know Madera like the back of their hands before they ever get behind the wheel. The same applies to dispatchers...starting a 0-0 in Madera, they should know every 100 block and name of every street and in which quarter of the map it lives. That kind of training is critical for expedience in dispatching, and should not have to wait for 20 years experience to be realized. As for drivers, expedience is also an issue when they are sent to the wrong address, or numbers are transposed, or names are garbled, and they have to phone in or use their tablet for confirmation.

In the spirit of hope for real change....

Written Comments from Leadership Counsel for Justice and Accountability

29	Madera, Fairmead, La Vina	MCC, MAX	Lack of bus shelters throughout the region	<p>Not an unmet transit need</p> <p>This comment pertains to a facility improvement and does not meet the defined criteria of an "unmet transit need". The City of Madera is still in the process of providing more shelters throughout the city. As long as the Transit Enhancement Program under Measure T is in place, bus shelter improvements will continue in all jurisdictions.</p>	N/A
30	Madera, Fairmead, La Vina	MCC, MAX	Lack of benches at bus stops	<p>Not an unmet transit need</p> <p>This comment pertains to a facility improvement and does not meet the defined criteria of an "unmet transit need".</p>	N/A
31	Madera, Fairmead, La Vina	MCC, MAX	Bus stops are not accessible	<p>Not an unmet transit need</p> <p>This comment pertains to a facility improvement and does not meet the defined criteria of an "unmet transit need".</p>	N/A

32	Madera, Fairmead, La Vina	MCC, MAX	Lack transit routes to Community College Center, groceries, health services	<p>This is an unmet transit need that is not reasonable to meet.</p>	<p>Not reasonable to meet</p> <p>MAX recently expanded services to the community college by adding Route 3. This service began in January 2018 and is available to all Madera residents. MAX also has a stop at most major grocery shopping areas of the City including: Save Mart on Country Club; on Cleveland near Food-4Less; Walgreens at Commons Shopping Complex (access Pak-n-Sav and Walmart); and Food Faire Market on D St. MCC provides 5 trips each Monday through Friday from Downtown Madera to Chowchilla via Fairmead. The Eastin Arcola - Ripperdan - La Vina route provides 2 loops on each Wednesday and Friday through Eastin Arcola - Ripperdan - and La Vina. Ridership in FY 17/18 is increasing over FY 16/17 but remains below where it was three years ago. MCC and County staff will continue to monitor ridership and may add service hours if warranted by growing demand.</p>
33	Madera, Fairmead, La Vina	MCC, MAX	Lack of pedestrian infrastructure around bus stops, sidewalks, crosswalks, stop signs	<p>Not an unmet transit need</p> <p>This comment pertains to a facility improvement and does not meet the defined criteria of an "unmet transit need". The Active Transportation Plan identifies potential projects in these jurisdictions however, it will be up to the local agencies to implement the proposed projects as MCTC is not an implementing agency.</p>	<p>N/A</p>



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

May 23, 2018

To:

SUBJECT: FY 2018/19 Unmet Transit Needs Public Hearing

Dear Mr./Ms.

On behalf of the entire Madera County Transportation Commission (MCTC) Board, I thank you for presenting your Unmet Transit Needs comments to MCTC staff. Public participation in this process is critical in order to ensure that the transportation needs of the community are being reasonably met.

This year we received a number of comments that will help improve public transportation within Madera County. The Social Service Transportation Advisory Council, a group comprised of local social service agency representatives and local transit agency staff, thoroughly evaluated each comment and made subsequent recommendations to the MCTC Policy Board.

Enclosed is a copy of the findings resolution, comment summaries and the Social Service Transportation Advisory Council's response to each comment.

If you have any questions, please contact MCTC staff member Amelia Davies at 675-0721.

Sincerely,

Brett Frazier, Chair
Madera County Transportation Commissioner

Section 6

Minutes of MCTC UTN Public Hearing – April 18, 2018

Minutes of MCTC Policy Board Meeting, approving UTN findings – May 23, 2018

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: April 18, 2018
Time: 3:00 p.m.
Place: MCTC Board Chambers

Members Present: Andrew Medellin – Mayor, City of Madera
Tom Wheeler - Supervisor, Madera County
Waseem Ahmed – Councilmember, City of Chowchilla
Max Rodriguez - Supervisor, Madera County
Alt. Charles Rigby – Councilmember, City of Madera
Alt. Robert Poythress – Supervisor, Madera County

Members Absent: Chairman -Brett Frazier - Supervisor, Madera County
Vice Chairman - William Oliver – Councilmember, City of Madera

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Michael Navarro, Caltrans Dist. 06 Senior Planner

MCTC Staff Present: Patricia Taylor, Executive Director
Troy McNeil, Fiscal Supervisor
Dylan Stone, Regional Planning Supervisor
Jeff Findley, Senior Regional Planner
Amelia Davies, Regional Planner
Evelyn Ceron, Regional Planner
Sandy Ebersole, Grants Analyst
Sheila Kingsley, Office Asst.

Commissioner Medellin Chaired the meeting.

MCTC sitting as the Transportation Policy Committee

I. PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT

None.

III. TRANSPORTATION CONSENT ITEMS

A. *Caltrans Quarterly Newsletter – April, May, and June 2018*

Included in the Commissioner’s packet was a copy of the Caltrans Quarterly Newsletter for the months of April, May, and June 2018.

Action: Information and Discussion Only.

B. *Draft MCTC Active Transportation Plan and Complete Streets Policy Guidelines: Draft Negative Declaration/Initial Study*

The Draft Madera County Transportation Commission Active Transportation Plan (ATP), Complete Streets Policy Guidelines (CSP) and Initial Study/Negative Declaration were released for public review and comment on April 10, 2018.

An ATP Stakeholder Advisory Committee meeting will take place during the public review process. It is anticipated that the ATP/CSP and Negative Declaration/Initial Study will be presented to your Board for approval at the May 2018 meeting. The link to the Draft ATP may be found at: <http://www.maderactc.org/planning/active-transportation/>.

Action: Information and Discussion Only.

C. 2017 Federal Transportation Improvement Program – Administrative Amendment No. 10

Enclosed was the Commissioner's packet was a copy of Amendment No. 10 (Type 1 Administrative Modification) to the 2017 Federal Transportation Improvement Program, per Caltrans. This amendment update's the Highway Bridge Program.

Amendment No. 10 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the adopted 2014 Regional Transportation Plan (RTP), as amended.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1 Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director.

Action: Ratify 2017 Federal Transportation Improvement Program Amendment No. 10

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEM

A. PUBLIC HEARING: 2018-19 Unmet Transit Needs

This time was reserved for public comments related to "Unmet Transit Needs" within Madera County.

Under the California Transportation Development Act (TDA), this hearing is held annually to take testimony on potential unmet transit needs within the region. Subsequent to the hearing, the Commission must determine which transit requests are unmet needs and if so, whether or not they 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 indicate any transportation needs that they feel are not being met by existing transit services. Testimony should be as specific as possible with regard to those 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 that will help in the evaluation of the "reasonableness" of the requested service.

The Social Services Transportation Advisory Council (SSTAC) will meet on April 25, 2018 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 23, 2018. At that time the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2018/19 prior to approving claims of Local Transportation Funds for streets and roads purposes.

Chairman Medellin opened the floor for public comments at 3:05 p.m.

Spanish translator, Michael Lundy, Spanish Language Services, was available for those who needed interpretation.

Staff presented written comments to the Board for consideration.

Hearing no public comment. Chairman Medellin closed the floor at 3:07 for comments.

Action: Receive Public Testimony.

B. 2018 Regional Transportation Plan and Sustainable Communities Strategy Preferred Scenario Selection

Background: MCTC's 2018 Regional Transportation Plan (RTP) is a long range transportation plan identifying our regional needs out to the year 2042. With the passage of Senate Bill 375 (SB 375) in 2008, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. SB 375 requires the analysis of multiple growth scenarios with a preferred scenario being selected as the ultimate foundation from which the plan is built upon.

Summary: MCTC staff conducted two rounds of public outreach with 10 total workshops for the 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) throughout the county focusing on educating participants about the long-range transportation planning process in Madera County, the requirements of the RTP and the scenarios produced for the SCS. Participants were asked to share their comments or concerns related to the SCS scenarios and provide any feedback on which of the scenarios they preferred. Extensive discussion happened at these workshops related to developing a community plan which upheld the local values of each community.

MCTC staff also participated in Town Hall meetings and community events to discuss the RTP and SCS scenario development process. Online surveying was utilized to further reach interested individuals and queried their interests in various components of the long range transportation process and scenario development ideas they preferred.

Below is a summary of the three scenarios. All three meet the California Air Resource Board's greenhouse gas (GHG) reduction target for the Madera County region (5% percent per capita GHG reduction by 2020 and 10% percent per capita GHG reduction by 2035 compared to 2005).

STATUS QUO SCENARIO:

- Achieves 12.3% GHG emissions reduction by the year 2020 compared to 2005 GHG emissions
- Achieves 17.5% GHG emissions reduction by the year 2035 compared to 2005 GHG emissions
- Assumes County-wide growth based on previously observed trends
- Applies no new land-use strategies (uses 2014 RTP/SCS as a starting point from growth develops from)
- Invests in public transit based on existing trends
- Is compliant with local jurisdiction General Plans
- Projects 6,017,111 daily vehicle miles travelled
- Projects 22,692 daily trips by walking, biking or taking public transit
- Consumes 4,737 acres of Farmland
- Projects 24.3% share for multi-family housing
- Project 21.72% of housing within a ¼ mile of fixed route public transit

HYBRID SCENARIO:

- Achieves 12.4% GHG emissions reduction by the year 2020 compared to 2005 GHG emissions
- Achieves 17.6% GHG emissions reduction by the year 2035 compared to 2005 GHG emissions
- Applies focused land-use strategies by sub-region:
 - Moderate change growths parameters in urban areas
 - Low change growth parameters in rural areas
- Invests more in public transit and non-motorized modes
- Is compliant with local jurisdiction General Plans
- Projects 6,009,603 daily vehicle miles travelled
- Projects 22,771 daily trips by walking, biking or taking public transit
- Consumes 3,924 acres of Farmland
- Project 25.30% of housing within a ¼ mile of fixed route public transit

MODERATE SCENARIO:

- Achieves 12.3% GHG emissions reduction by the year 2020 compared to 2005 GHG emissions
- Achieves 17.6% GHG emissions reduction by the year 2035 compared to 2005 GHG emissions
- Applies Moderate change growths parameters County-wide where applicable

- Invests more in public transit and non-motorized modes
- Is compliant with local jurisdiction General Plans
- Projects 6,007,005 daily vehicle miles travelled
- Projects 22,770 daily trips by walking, biking or taking public transit
- Consumes 3,758 acres of Farmland
- Project 27.54% of housing within a ¼ mile of fixed route public transit

Throughout the course of workshops discussing the parameters and details of the SCS scenarios, no significant concern or problem was raised with the element and parameters of the presented scenarios. Some in attendance indicated they would support the scenario capable of producing the most positive results related to public safety and GHG reduction. Attached to this item is a recommendation from the Madera County Public Health Department to move forward with the Moderate Scenario. On April 12, 2018 the RTP/SCS Steering Committee convened to consider the developed scenarios. The committee selected the Moderate Scenario with no objection.

A letter was submitted by the Leadership Counsel for Justice and Accountability suggesting the decision to select a preferred SCS scenario be delayed so additional public workshops could be held throughout the county. Staff asked the Board to also consider this request as well as the staff recommendation before taking action.

MCTC staff recommended the Moderate Scenario be approved for the 2018 RTP/SCS as the preferred scenario.

Upon approval to proceed with a preferred scenario, MCTC staff will begin the final steps in preparing the RTP/SCS plan and required emission analysis and reporting as mandated.

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to approve a Moderate Scenario for the 2018 Regional Transportation Plan / Sustainable Communities Strategy. A vote was called and the motion carried.

C. 13th Annual San Joaquin Valley Regional Policy Conference

The Annual San Joaquin Valley Regional Policy Conference will be hosted by the San Joaquin Valley Regional Policy Council, representing eight counties within the San Joaquin Valley including Kern, Tulare, Kings, Fresno, Madera, Merced, Stanislaus and San Joaquin. The 2018 San Joaquin Valley Regional Policy Conference will take place May 9-11, 2018 at the Modesto DoubleTree Hotel. This year topics will include Healthy and Aging Communities in the New World of High Tech Transportation; SB 1 Funding and Business Opportunities; Trains in the Valley- ACE Extension and HSR; Autonomous Vehicles – What are the Regs? And so much more. Attendees will include Valley elected officials, executive staff of all the Valley COGs, Caltrans executives, public works directors, private engineering and construction firms and many more. For more information please see <http://sjvcogs.org/>

Action: Information and Discussion Only.

D. Buy America Waivers Update

The new Federal administration placed a hold on all Buy America Waivers upon assuming office in January 2017. This has created issues throughout the country by holding Buy America Waivers for vehicle projects such as streetsweepers, school buses, and refuse vehicles. The oldest vehicle waiting for a Buy America is from the 3rd Quarter 2016. The issuance of the Buy America Waivers was the top priority for the Valley's Voice delegation in Washington, in September 2017.

MCTC has been working closely with Senator Jim Costa's office to secure Buy America Waivers for three streetsweeper projects in the region. The following are the vehicles with their funding amounts and when they applied to the program:

- City of Chowchilla – CNG Streetsweeper (applied 3rd Quarter 2016)
 - \$277,000 Federal, \$36,000 Local
- City of Madera – PM-Efficient Streetsweeper (applied 1st Quarter 2017)
 - \$220,000 Federal, \$30,000 Local
- County of Madera – PM-Efficient Streetsweeper (applied 1st Quarter 2017)
 - \$266,000 Federal, \$34,000 Local

MCTC Staff was notified by Senator Costa’s office on April 11, 2018, that the Buy America Waivers were moving forward for approval. All vehicle projects in the nation between 3rd Quarter 2016 to 1st Quarter 2017 will be receiving their waivers. The obligation of these CMAQ funds will assist the region in meeting AB 1012 requirements.

Additional information on the Buy America Program may be found at:
<https://www.fhwa.dot.gov/construction/contracts/waivers.cfm>

Action: Information and Discussion Only.

V. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Rodriquez to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called and the motion carried.

VI. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – March 21, 2018

Included in the Commissioner’s packet was a copy of the March 21, 2018 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of March 21, 2018.

B. Proposed FY 2018-19 Member Assessment Fees

Madera County’s participation in the Valley Voice program is crucial to the Valley effort as it not only allows Madera a seat at the table but also allows Madera to be seen and heard; especially recognizing that Madera is a self-help county allowing leveraging opportunities. The Valley Voice effort has been successful and Madera County has benefited from its establishment. If the Policy Board wishes not to participate, the disadvantage would be that Madera would not be visible and perhaps lose a seat at the table with the other Valley Counties. Unfortunately, there are no MCTC Federal or State funding sources that can be utilized for lobbying activities.

In order to actively participate in the Valley Voice programs, staff recommend continuing Member Assessment Fees in the 2018-19 Budget process on a per capita basis in the amount of \$28,000.

Included in the Commissioner’s packet was a copy of the proposed 2018-19 Member Assessment Fees Schedule that identifies the proportional amount that each member agency would be requested to pay should there be MCTC Policy Board Support for the Valley Voice effort.

Proposed Member Assessment Fee Schedule

2018-19 Member Assessment Fee (Valley Voice)

Member	DOF (E-1) Population 05/01/17	Percent	Proportional Amount
Chowchilla	12,415	7.99%	\$ 2,237
Madera	65,474	42.15%	\$ 11,802
County	77,460	49.86%	\$ 13,961
	155,349	100.00%	\$ 28,000

Action: Approve proposed 2018-19 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget process.

C. Transportation Development Act (LTF, STA) – Allocations, LTF Resolution 17-18 Amendment No. 4, STA Resolution 17-09 Amendment No.3

As a result of the increase in the STA estimate because of SB 1, the City of Madera has submitted applications to revise their STA allocations. The City of Madera is also requesting to reallocate their LTF allocations.

Action: Approve LTF Resolution 17-08 Amendment No. 4, STA Resolution 17-09 Amendment No. 3

D. 2018 Title VI Plan Update (with LEP)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination in federally funded activities under Title VI of the 1964 Civil Rights Act. The Title VI Program with Limited English Proficiency Plan was adopted by the MCTC Board in July 2014 and amended in February 2015. This document established a framework for the Madera County Transportation Commission's (MCTC) efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination and environmental justice. An update to this document is necessary every three years pursuant to requirements for Metropolitan Planning Organizations. The Executive Director was given authority to submit updates, as needed. Therefore, no action is necessary for this item. The link to the Title VI Plan (with LEP) may be found at: <http://www.maderactc.org/title-vi/>.

Action: Information and Discussion.

E. Transportation Development Act (TDA) Fund Compliance Audit Report for Fiscal Year ended June 30, 2017: City of Chowchilla

MCTC has received the Fund Compliance Report for Transportation Development Act (TDA) allocations for the Fiscal Year ended June 30, 2017 for the City of Chowchilla. The report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

Staff was pleased to report that there are no adverse findings.

Action: Accept the FY 2016-17 TDA Fund Audit Report for the City of Chowchilla.

Administrative Consent Calendar Action: Upon motion by Commissioner Poythress, seconded by Commissioner Wheeler to approve the Administrative Consent Calendar (Items A-E). A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Authorized Signers of MCTC Checks – Resolution 18-04

MCTC staff has reviewed the MCTC Accounting Manual concerning authorized check signers for the Commission. Currently, the language in the manual states the following:

- *All checks of the Commission require two signatures. No check shall be signed prior to the check being completed in its entirety (no signing of blank checks).*
- *The Commission Board of Directors has designated the Executive Director, the Senior Regional Planner, and two Board Commissioners with check signing authority.*

After further review and in consultation with MCTC's counsel, Aleshire & Wynder, LLP, it is recommended that having all "primary" board members as signatories is preferred. Therefore, MCTC staff recommend that all primary board members become signatories on the MCTC banking account.

Action: Upon by Commissioner Wheeler, seconded by Commissioner Poythress to approve Resolution 18-04, MCTC staff will revise its Accounting Manual accordingly. A vote was called and the motion carried.

B. Amend the Rules of the Madera County Transportation Commission

Staff has reviewed the Rules of the Madera County Transportation Commission (MCTC) and determined that an administrative update was needed. The location of MCTC was updated, clarifying language of what constitutes a meeting versus a special meeting was added, various other minor Brown Act compliance updates were made, and the formatting of the document was updated.

Action: Upon motion by Commissioner Rigby, seconded by Commissioner Wheeler to approve amended Rules of the Madera County Transportation Commission. A vote was called and the motion carried.

C. FY 2017-18 Overall Work Program and Budget Amendment No. 3

Included in the Commissioner's packet was a copy of the letter to Caltrans requesting the amendment, a copy of the amended budget, and amended OWP spreadsheet. The Budget has not changed. The amendment reflects the reallocation of work hours among the different work tasks.

The amendment is recognized in the following:

Revenues – (No change)

- FHWA PL Carryover – increase \$3,802
- FTA 5303 Carryover – decrease \$1,143
- STIP PPM – decrease \$1,408
- TDA Carryover – decrease \$3866
- MCTA – decrease \$385

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 110 – Regional Planning Database; 111 – Traffic Monitoring Program; 112 – Traffic Modeling; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 140 – Other Modal Elements; 150 – Public Participation Program; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 907 – Board Cost & Other Expenses; 910 – MCTA Administration.

Action: Upon motion by Commissioner Rigby, seconded by Commissioner Ahmed to approve FY 2017-18 OWP Budget Amendment No. 3. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

None

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

None

X. Miscellaneous

A. Items from Caltrans

Michael Navarro, Caltrans Senior Planner, provided a brief update on the local projects in Madera County.

B. Items from Staff

None

C. Items from Commissioners

None

XI. Adjournment

Meeting adjourned at 3:55 p.m.

Next meeting set for Wednesday, May 23, 2018

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'P. Taylor', with a long horizontal flourish extending to the right.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: May 23, 2018
Time: 3:00 p.m.
Place: MCTC Board Chambers

Members Present: Chairman - Brett Frazier - Supervisor, Madera County
Vice Chairman - William Oliver – Councilmember, City of Madera
Andrew Medellin - Mayor, City of Madera
Tom Wheeler - Supervisor, Madera County
Waseem Ahmed - Councilmember, City of Chowchilla
Max Rodriguez - Supervisor, Madera County

Members Absent: None

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Michael Navarro, Caltrans Dist. 06 Senior Planner

MCTC Staff Present: Patricia Taylor, Executive Director
Troy McNeil, Fiscal Supervisor
Dylan Stone, Regional Planning Supervisor
Jeff Findley, Senior Regional Planner
Amelia Davies, Regional Planner
Evelyn Ceron, Regional Planner
Sandy Ebersole, Grants Analyst
Sheila Kingsley, Office Asst.

MCTC sitting as the Transportation Policy Committee

I. PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT

None.

III. TRANSPORTATION CONSENT ITEMS

A. *Annual DBE Submittal – FY 2018-19*

The MCTC is required to establish a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC is eligible to receive federal financial assistance from the DOT and as a condition of receiving this assistance, MCTC is required to sign an assurance that it will comply with 49 CFR Part 26.

The proposed policy of MCTC to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts is as follows:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts; and

- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

Action: Information and Discussion Only.

B. *Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant*

The Consolidated Appropriations Act, 2018 appropriated \$1.5 billion, available for obligation through September 30, 2020, for National Infrastructure Investments previously known as TIGER grants, and now renamed BUILD Transportation grants. As with previous rounds of TIGER, funds for the FY 2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact.

BUILD applications will be based on the following merit criteria:

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation
- Partnership
- Non-Federal Revenue for Transportation Infrastructure Investment

Applications must be submitted through Grants.gov by 8:00 pm EDT on July 19, 2018. For more information please refer to the following link: <https://www.transportation.gov/briefing-room/dot3218>

Action: Information and Discussion Only.

C. *Local Highway Safety Improvement Program (HSIP) Cycle 9*

The Fixing America's Surface Transportation Act (FAST) was signed into law on December 4, 2015. Under the FAST Act, the Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

The HSIP Cycle 9 Call for Projects **applications are due August 31, 2018**. Caltrans and FHWA will hosted a webinar on May 16, 2018. For more information please refer to the following link: http://dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm

Action: Information and Discussion Only.

D. *Low or No Emission Program (Low-No Program) 2018 Notice of Funding 5339(c)*

The Federal Transit Administration (FTA) announced the availability of \$84.45 million of Fiscal Year 2018 funds for the purchase or lease of low or no emission vehicles as well as related equipment or facilities. The main purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.

Applications must be submitted through Grants.gov by 11:59 PM EDT on **June 18, 2018**.

For more information please refer to the following link: <https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-program-low-no-program-2018-notice-funding>

Action: Information and Discussion Only.

Transportation Consent Calendar Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Ahmed to pull Item B for discussion and to approve the Transportation Consent Calendar items (A, C & D). A vote was called and the motion carried.

Upon motion by Commissioner Wheeler, seconded by Commissioner Oliver to approve Item B following a brief discussion. A vote was called and the motion carried.

IV. TRANSPORTATION ACTION/DISCUSSION ITEM

A. 2018-19 Unmet Transit Needs – Resolution 18-06

On April 18, 2018, 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 2018/19 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, April 18, 2018, 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.

NARRATIVE OF EVALUATION

City of Madera

There are no unmet transit needs that are reasonable to meet at this time in the City of Madera.

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 that are reasonable to meet within the City of Madera. 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 Sunday service to be added on the Madera Area Express (MAX) fixed-route service. Dial-A-Ride (DAR) has an existing Sunday service for riders to utilize. It has been determined that DAR is not overflowing with appointments and riders on Sundays so a fixed-route service is not currently feasible as riders can use DAR. It was also requested that there is a need for more regular stops (every half hour as opposed to every hour) at the Knox and Olive stop. This is not currently reasonable to meet but local operators will continue to monitor ridership and make expansions or alterations to the service as warranted.

Testimony was also received regarding DAR dispatch concerns, bus stop location, signage, frequency, and on-time performance of the MAX and the Madera DAR system; however, the comments reflect operational issues and not unmet transit needs. MAX and DAR staff does have their performance monitored including communications on the bus and over the telephone. Customers are encouraged to report any problems to MAX and DAR management so review and proper action can be taken to alleviate the issue.

City of Chowchilla

There are no unmet transit needs that are reasonable to meet at this time in the City of Chowchilla.

MCTC staff did not receive any comments or testimony regarding unmet transit needs in the City of Chowchilla for FY 2018/19.

County of Madera

There are no unmet transit needs that are reasonable to meet at this time in the County of Madera.

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 no unmet transit needs that are reasonable to meet at this time in the County of Madera. 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 by several MCC riders to possibly add one more trip to Valley Children’s hospital via MCC’s College/Children’s Hospital route. There is a three-hour gap between trip three and trip four. MCC staff is looking at the feasibility of adding one more trip between those two trips to accommodate for those needing more access to the Children’s Hospital.

Testimony was also received regarding the promotion of this service. A new rider of the service didn’t know it existed so they are requesting more promotion including cost and where/when it runs. MCC staff along with MCTC staff will work together to do more public outreach for MCC. Public outreach could be imperative to increase ridership and farebox recovery. All transit services in the Madera Region are struggling to meet farebox so providing promotional services may help in the increase of ridership.

RECOMMENDATION

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

- 1. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2018/19 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.**

The Madera Area Express (MAX) and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera. MAX has established Route 3 as part of their expansion to the community college. That service arrives at the college at 7:43am every morning and continues on the same schedule every hour through the last bus of the day which departs the college at 5:47pm.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla as well as Fairmead and Valley State Prison.

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 including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

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

Staff and 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:

- *Madera Transit System - City of Madera (Dial-A-Ride and MAX);*
- *Chowchilla Area Transit Express - City of Chowchilla;*
- *Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;*
- *Madera County Connection*

There was a brief presentation by staff on the findings of FY2018/19 Unmet Transit Needs.

Chairman Frazier asked if there were any comments on this item from the audience. Martha Marino, a citizen of Madera stated her concerns for the Madera Area Transit. Staff reported that these concerns will be considered at the next scheduled Unmet Transit Needs hearing.

Spanish Interpreter, Michael Lundy was available for translation.

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Oliver to approve 2018/19 Unmet Transit Needs – Staff report and SSTAC recommendation by Resolution 18-06. A vote was called and the motion carried.

B. PUBLIC HEARING: MCTC Active Transportation Plan and Complete Streets Policy; Draft Negative Declaration/Initial Study – Resolution 18-08, Resolution 18-07

The Madera County Transportation Commission (MCTC) developed an Active Transportation Plan (ATP) with the intent of providing a comprehensive document outlining the future of walking and bicycling in Madera County. All ATP related documents may be found on MCTC's website at: <http://www.maderactc.org/planning/active-transportation/>.

As the region's Metropolitan Planning Organization (MPO), MCTC is responsible for the adoption of the County's Regional Transportation Plan / Sustainable Communities Strategy and Federal Transportation Improvement Program as required by State and Federal law. The ATP supports these processes by providing a long-range vision for the bicycle and pedestrian network across the County. As of May 2018, no jurisdiction in Madera County has adopted an ATP.

As such, the ATP also supports local planning processes by providing a vision and guidance for the creation of active transportation facilities across the County. The plan simultaneously considers countywide connections as well as local networks for the City of Madera, the City of Chowchilla, and selected unincorporated communities.

MCTC created the ATP in coordination with a Stakeholder Advisory Committee, an interactive web map, and attendance at three information booths and five pop-up events located throughout the Madera County region. The public was also invited to comment on the Draft ATP projects during a public review and comment period.

The ATP has been developed to accomplish the following goals:

- Expand pedestrian and bicycle access throughout Madera County for both visitors and residents
- Improve and maintain existing bicycle and pedestrian facilities across Madera County
- Increase walking and bicycling in Madera County
- Improve safety and accessibility across Madera County through active transportation facilities
- Increase awareness and appreciation of active transportation through public engagement
- Provide a comprehensive inventory of existing and proposed bicycle and pedestrian facilities in the Madera Region

To support the ATP, a Complete Streets Policy is included to set the overall framework for the future implementation of projects identified within the ATP. This policy supports the creation of a multimodal, accessible transportation network across Madera County. As part of the creation and promotion of a multimodal vision for the Madera Region's future, the policy specifically supports the expansion of active transportation facilities while encouraging the assessment of transportation user needs. The Complete Streets Policy, therefore, provides a wider context and vision for the ATP. Adoption of the ATP is subject to the requirements of the California Environmental Quality Act (CEQA). MCTC, as the lead agency for this project, contracted with Crawford & Bowen Planning to prepare an Initial Study / Negative Declaration on the proposed adoption of the Plan. Crawford & Bowen prepared the Initial Study / Negative Declaration pursuant to the California Environmental Quality Act (CEQA) to determine the potential environmental effects of the adoption of this Plan on the environment. The Negative Declaration is posted on MCTC's website.

The ATP contains various programs, policies, and recommendations that pertain to the development of bicycle and pedestrian facilities in Madera County. The draft Plan is a program/policy level document meaning it does not provide project-specific construction details that allows for project level CEQA analysis. Specific development is not being proposed under the Plan and adoption of the CEQA document would not authorize any development.

Under CEQA a programmatic document is prepared on a series of actions that can be characterized as one large project and /or for a project that will be implemented over a long period of time. Implementation of the physical improvements will occur over several years as funding and/or approval happens. Many of the proposed improvements identified in the Plan will be subject to various CEQA exemptions, and others may likely require a Mitigated Negative Declaration or additional National Environmental Policy Act (NEPA) documentation (depending on the funding source).

Based on the results of the Initial Study, staff has determined that adoption of the Plan will not have a significant effect on the environment and therefore has prepared a Negative Declaration.

The Negative Declaration was noticed in the newspaper on April 12, 2018 and circulated for public review, including routing through the State Clearinghouse and other local agencies from April 12, 2018 – May 12, 2018.
Correspondence from Commenting Agencies / Public.

The public review period for the ATP/Complete Streets Policy was from April 11, 2018 to May 11, 2018. The document was made available on MCTC's website and at the front counter of MCTC's office. A total of 10 comments were received from the public that read an article on the ATP in the Sierra Online newspaper. One comment from the Stakeholder Advisory Committee, one from a Tribal Government and 1 comment from Caltrans were also received.

The public review period for the Negative Declaration started on April 11, 2018 and ending on May 11, 2018. The document was made available on MCTC's website and at the front counter of MCTC's office. One "No Comment" letter was received for the environmental document.

Chairman Frazier opened the floor for public comment at 3:40 p.m.

Leslie Martinez, Policy Advocate for Leadership Council for Justice and Accountability, wanted to thank MCTC staff for working with them and that they support the Active Transportation Plan.

Hearing no other comments from the public, Chairman Frazier closed the floor at 3:41 p.m.

Actions: Upon motion by Commissioner Wheeler, seconded by Commissioner Medellin to:

1. Approve and Adopt the Negative Declaration for the Madera County Active Transportation Plan and Complete Streets Policy Resolution 18-07
2. Approve and Adopt the Madera County Active Transportation Plan and Complete Streets Policy Resolution 18-08

A vote was called and the motion carried.

C. Public Hearing: 2017 Federal Transportation Improvement Program – Resolution 2016-12 Amendment No. 11

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #11 TO THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on May 28, 2018, at 3:00 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #11 to the 2017 Federal Transportation Improvement Program. The purpose of the hearing is to receive public comments.

The 2017 FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years that are eligible to proceed without a conformity determination.

The Draft Amendment #11 to the 2017 FTIP is a Type 3 amendment that contains project phases and/or projects that have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects are exempt, no further conformity determination is required.

A concurrent 7-day public review and comment period will commence on April 27, 2018 and conclude May 4, 2018 at 3:00 p.m. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at www.maderactc.org.

Public comments are welcomed at the hearing or may be submitted in writing by 3:00 p.m. on May 4, 2018 to Jeff Findley at the address below.

This public notice of public involvement activities and time established for public review and comments on the FTIP development process will satisfy the FTA's Program of Projects requirements.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission at a regularly scheduled meeting to be held on May 28, 2018. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Jeff Findley, Senior Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721
jeff@maderactc.org

Chairman Frazier opened the floor for public comment at 3:43 p.m. Hearing no comments from the public, Chairman Frazier closed the floor at 3:44 p.m.

Action: Upon motion by Commissioner Medellin, seconded by Commissioner Oliver to approve the Madera County 2017 FTIP Resolution 16-12 Amendment No. 11. A vote was called and the motion carried.

D. Valley Voice Trip – Washington DC – September 12-14, 2018

Recognizing the value of the Valley Voice program, the San Joaquin Valley COGs Policy Council requested the Valley Legislative Affairs Committee to organize a legislative visit to Washington D.C.

The 2018 Valley Voice trip dates is as follows:

- Washington DC: Wednesday, September 12th and returning Friday, September 14th.

A valley MPO still needs to be identified to take the lead for logistics on the Washington, DC trip.

The Valley Voice delegates will discuss issues of Valley wide interest. The Commission is able to fund two delegates and one staff member for hotel and meal expenses. Supervisor Poythress and Supervisor Frazier are the current members representing the Madera region. Member representatives of the SJV Policy Council attend on behalf of the agency. If one of the members is unable to attend, the Commission may appoint another member to attend.

Chairman Frazier stated that he would like for Commissioner Medellin to go on his behalf.

Action: Information and Discussion Only.

E. 2018 Regional Transportation Plan/Sustainable Communities Strategy Update

The 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Environmental Impact Report Update (EIR) will be released for 55-day public review on Tuesday May 31, 2018. The public comment period will close on July 25, 2018.

A plan review workshop will be held at a yet to be determined date in June. A public hearing on the draft documents will be held at the MCTC Board Meeting on July 18, 2018. A second Public Hearing will be held in July at a yet to be determined location.

The 2018 RTP/SCS and EIR will be considered for adoption by the MCTC Board at the MCTC Board Meeting on August 22, 2018.

Action: Information and Discussion Only. Direction May be Provided.

F. Transit and Intercity Rail Capital Program Grant Award Funding for Valley Rail Project

On April 26, 2018 the California State Transportation Agency announced the grant awards for the Transit and Inner City Rail Capital Program (TIRCP). The Valley Rail Project was named amongst the recipients.

The Valley Rail Project is a joint proposal by the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission to dramatically improve passenger rail service to the Sacramento region with both Amtrak San Joaquins and Altamont Corridor Express (ACE) service. The award will provide \$500.5 million to fund an array of system improvements and expansions for commuter rail in Central California.

The Valley Rail Project includes the following features:

- Track improvements on the existing Union Pacific Railroad Sacramento subdivision freight corridor to be usable for commuter trains
- New Amtrak stations constructed in Madera and Oakley
- New Ace stations constructed in Ceres, Modesto, Ripon, Manteca, and North Lathrop
- New lines connecting Sacramento to the Bay Area and Central Valley
- Fleet conversion to renewable diesel
- Purchase of new zero emission through way busses

The TIRCP grant program receives significant funding from SB 1, the state's gas tax program that provides critical resources to improve California's highways and local streets, bridges, and transit systems – providing broad benefits to every community in California. \$2.65 billion was awarded this year through the TIRCP.

Action: Information and Discussion Only.

G. Letter of Support – City of Madera Active Transportation Program Grant Application

The City of Madera is requested a letter of support for a grant application that seeks funding under the Active Transportation Program. The proposed project is a pedestrian and bicycle bridge to be built parallel to the current Granada vehicular bridge crossing the Fresno River.

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Rodriguez to authorize the Chair to sign a letter of support to include as part of the Active Transportation Program grant application submission by the City of Madera. A vote was called and the motion carried.

V. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

Action: Upon motion by Commissioner Oliver, seconded by Commissioner Medellin to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called and the motion carried.

VI. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – April 18, 2018

Included in the Commissioner’s packet was a copy of the April 18, 2018 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of April 18, 2018.

B. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 18-09 and STA Resolution 18-10, and State of Good Repair (SGR)

MCTC released 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 estimates for California cities and counties. Included in the package was the final TDA apportionment that reflects the population changes.

Local Transportation Fund (LTF): Prior to February 1 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 2018/19 is **\$4,194,544**. 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 2018/19, there is \$554,025,000 budgeted according to the most current information from the State Controller’s Office. STA allocation estimate for Madera County is **\$1,111,000**.

State of Good Repair (SGR): Pursuant to Public Utilities Code Section 99312.1(c), the State Controller is directed to send an estimate of SGR Funds to each transportation planning agency. For fiscal year 2018-19, there is \$105,000,000 budgeted according to the most current information from the State Controller’s Office. The SGR allocation estimate for Madera County is **\$210,559**.

Action: Approve Final Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 18-09 and STA Resolution 18-10, and State of Good Repair

Administrative Consent Calendar Action: Upon motion by Commissioner Medellin, seconded by Commissioner Wheeler to approve the Administrative Consent Calendar (Items A-B). A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 2018-19 Overall Work Program & Budget – Resolution 18-05

Enclosed in the Commissioner’s packet was a copy of the 2018-19 MCTC Overall Work Program Table of Contents and Line Item Budget. The document is available to review in its entirety at <http://www.maderactc.org/projects/overall-work-program/>.

This document is prepared annually as requested by Caltrans. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. The draft document was circulated for local agency and Caltrans review beginning in February. Comments received are reflected in the final document.

The Madera County Transportation Commission (MCTC) and the Madera County Transportation Authority (MCTA) are independent agencies – separate from that of the Cities and County. Therefore, all budgets, work products, and administration/operation are comparable of other Metropolitan Planning Organizations and Transportation Authorities and funding to operate the two agencies can only be utilized for transportation planning and administrative purposes.

The MCTC budget is derived from the following funding resources:

- FHWA-PL – federal planning funds
- FTA 5303 – federal planning funds
- PPM – STIP – State Planning, Programming and Monitoring funds
- TDA – Transportation Development Act administration and planning funds
- SB-1 Sustainable Communities Grant
- Measure “T” administration funds
- Member Assessment Fees

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Rodriguez to approve FY 2018-19 Overall Work Program and Line Item Budget – Resolution 18-05. A vote was called and the motion carried.

B. 2017-18 Madera County Grand Jury Final Report - MCTC

Pursuant to California Penal Code Section PC 933.05(f), the Madera County Grand Jury provided a copy of its final report to the MCTC Policy Board. Also, pursuant to PC 933.05(a), (b) and (c), MCTC is required to respond to the findings and recommendations contained in the report within 60 days, July 13, 2018.

Enclosed in the Commissioners packet was a copy of the 2017-18 Madera County Grand Jury Final Report to MCTC. MCTC staff is currently reviewing the 2017-18 Madera County Grand Jury Final Report. Subsequent to staff review, staff will consult its counsel and respond accordingly.

Action: Staff was directed to respond back to the Madera County Grand Jury on behalf of the Commissions Policy Board.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

A 2018-19 Measure T Final Allocation

The 2018-19 Measure “T” Final Allocation was included in the package. The allocation provides a not to exceed budget allocation for each Measure “T” program for each agency. The annual revenue projection is allocated based on population estimates from the Department of Finance. Staff requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2018-19 for each category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program which will be presented as a draft document at the June Board meeting.

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Oliver to approve Final 2018-19 Measure “T” Allocation. A vote was called and the motion carried.

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

None

X. Miscellaneous

A. Items from Caltrans

Michael Navarro, Caltrans Senior Planner, provided a brief update on the local projects in Madera Count

B. Items from Staff

MCTC Director, Patricia Taylor, congratulated Jeff Findley, MCTC Senior Planner for his work on the Active Transportation Plan.

C. Items from Commissioners

None

XI. CLOSED SESSION

Public employee performance evaluation, Pursuant to Government Code Section 54957 – Executive Director.

Report of Closed Session Actions. Pursuant to Government Code Section 54957.1 and 54957.7, any required reports of closed session actions will be made at this time.

No items to report.

XII. Adjournment

Meeting adjourned at 5:05 p.m.

Next meeting set for Wednesday, June 20, 2018

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission