



MADERA

Publication of the Madera County Transportation Commission

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Measure "A" Delivers: Olive Ave. Reconstruction

City of Madera residents will experience improved access to the Madera High School North Campus thanks to Measure "A", which is funding the Olive Avenue reconstruction project (from "Q" Street to "I" Street) currently underway.

The existing facility consists of two lanes with varying street widths that significantly narrows between "P" and "Q" Streets. The reconstruction project will provide a uniform width for four travel lanes with a raised median and left turn lanes. The new facility will improve safety, reduce congestion, and ease intersection delay.

Although the construction site is somewhat inconvenient as Madera High School students return to school, the project is scheduled for completion by the end of October. The improvements will retain the on-street parking near the school and will provide better sidewalk access for students.

The design is intended to significantly upgrade the roadway to an urban arterial

consistent with the City of Madera General Plan. Olive Avenue is the primary route that provides access to SR 99 and SR 145 from the western area of the City.

According to Les Jorgensen, Special Projects Coordinator for the City of Madera, "Measure "A" (the ½ cent sales tax for transportation) funds have been the primary source of funding for the City's transportation capital improvement program. In fact, Measure "A" has been the only funding source during the past two years available for major street improvement projects."

The total cost for the Olive Avenue reconstruction project is \$2,925,000. The cost includes design, environmental review, right of way acquisition, construction, and the relocation of the Madera Irrigation District pipeline.

"Measure "A" has provided the City with the ability to perform street improvements necessary to serve the ever increasing traffic needs of our growing community," added Jorgensen.



The Olive Avenue project is scheduled for completion by the end of October.

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MCTC Policy Board Adopts 2004 RTP: Prioritizing Regional Capacity Increasing Projects

The MCTC Policy Board adopted by resolution the Madera County 2004 Regional Transportation Plan (RTP) at its July 21, 2004 meeting. The RTP is a comprehensive long-range planning document that is designed to accommodate the infrastructure demands of the multi-modal transportation system over the next 25 years.

In order to maximize the transportation funding resources available to Madera County, a RTP Project Prioritization Study was undertaken in FY2003-04. The prioritization study identified the most critical capacity increasing projects, filtered each project through a cost/benefit analysis, and ranked them accordingly. The resultant regional prioritized list of projects was presented before the Madera and Chowchilla City Councils and the County Board of Supervisors for review and comment. In addition, several public workshops were held throughout the County to inform and solicit input.

MCTC Staff recommended that large capital projects be regionally prioritized and that 100% of State Transportation Improvement Program (STIP) fund allocations be devoted to capacity increasing projects. Local agency staff requested that 40% of STIP funds be utilized for local rehabilitation projects and submitted a list of eligible projects for consideration.

The MCTC Policy Board was asked to consider the following prioritization policy options for implementation under the 2004 RTP Update:

Option A: Regional Prioritized Projects – 100% Capacity Increasing Projects

Option B: Regional Prioritized Projects – 60% Capacity Increasing Projects / 40% Rehabilitation Projects

Option C: Agency Prioritized Projects – 60% Capacity Increasing Projects / 40% Rehabilitation Projects

The RTP Project Prioritization Study Option B was adopted by the MCTC Policy Board on May 19, 2004 and incorporated into the 2004 RTP Update. The 2004 RTP Table 4-1 shows the final Regional Priority Projects including the amount of STIP funds committed to each project and the anticipated construction year. The implementation of the RTP Project Prioritization Study will allow MCTC to capture potential funding sources as they materialize through the political process in a more effective manner. Regional planning, programming, and monitoring of projects will be enhanced by a prioritization methodology that identifies the needed transportation improvement projects and allocates resources based upon the cost effective solutions.

TABLE 4-1
2004 Regional Transportation Plan (RTP) Priority Projects
STIP Funded Projects Only

Route/Street	Location	Description	STIP Funds	Funding Year
SR99/SR145 IC	Interchange	Reconstruct Interchange	\$ 5,400,000	2011
Gateway	Cleveland to Yosemite	Widen to 4 Lanes	\$ 2,726,300	2012
Gateway (SR145)	Yosemite to SR99	Widen to 4 Lanes	\$ 1,473,700	2013
Avenue 12	Road 38 to SR41	Widen to 4 Lanes	\$ 7,580,587	2016
Road 29	Olive to Ave 13	Widen to 4 Lanes	\$ 1,212,296	2017
4th	SR99 to Lake w/RR xing	Widen to 4 Lanes	\$ 1,300,000	2017
4th	Sunset to SR99	Widen to 4 Lanes	\$ 1,100,000	2017
4th	SR99 IC	Reconstruct Interchange	\$ 7,800,000	2020
Lake	4th to Cleveland	Widen to 4 Lanes	\$ 1,100,000	2021
Sunrise	B St to Rd 28	Widen to 4 Lanes	\$ 1,000,000	2021
Avenue 12	SR 99 to Rd 30 1/2	Widen to 4 Lanes	\$ 1,519,526	2022
Road 29	Ave 12 to Ave 13	Widen to 4 Lanes	\$ 1,336,234	2022
SR41	Ave 10 to Ave 12 w/IC	4 Lane Freeway w/IC	\$ 23,001,938	2030
Subtotal			\$ 56,550,581	60.5%
County	Rehabilitation		\$ 19,665,000	
Madera	Rehabilitation		\$ 11,783,972	
Chowchilla	Rehabilitation		\$ 5,524,032	
Subtotal			\$ 36,973,004	39.5%
Total			\$ 93,523,585	100.0%

IdleAire Enters Madera

Residents of Madera may not have noticed, but on July 22, the air became cleaner. 62 florescent yellow tubes, located at the Pilot fueling station on Road 18 ½, now mark the Highway 99 landscape with an innovative new technology known as IdleAire. With the promise of improving the well-being of resting truckers while simultaneously decreasing the inefficiency of idling trucks, this technology will help alleviate exhaust and noise problems plaguing today's truck stops.

From afar, the 62 yellow tubes are an interesting sight; however, closer inspection reveals a magnificent solution to unnecessary engine idling. Each tube, known as a service module, connects to the cab of a truck via a window adapter—a one time \$10 cost—to provide heating and cooling along with features such as cable television; telephone and internet service; and 110V electric outlets. The cost for this basic service is \$1.25 per hour, which is comparable to the cost of idling a diesel truck for the same period of time. Premium channels; pay-per-view movies; high-speed broadband and online trucker certification training can also be purchased at an additional cost. Drivers pay directly for the service using a card-swipe machine located on the IdleAire unit, which accepts fleet, credit, or IdleAire cards.

The benefit of having such features in the cab allows truckers to turn off their diesel engines, which not only saves fuel, but minimizes the wear-and-tear of the engine; and reduces engine noise and emissions. All IdleAire stalls are staffed 24 hours per day/ 7 days per week to install and remove the equipment and also to teach drivers about the new technology. Danny Gaitan, an IdleAire employee who assists drivers with the instal-



Trucker Mark White (left) uses IdleAire whenever possible. IdleAire employee, Danny Gaitan (right), is happy to help drivers get acquainted with this new technology.

lation and removal of the IdleAire unit, raves about the benefits of truckers turning off their engines. “It’s not only quieter now, but there is much less diesel exhaust in the air as well. As far as the drivers go, they absolutely love it.”

Mark White, a truck driver from San Diego, started using IdleAire in July and now stops at IdleAire equipped stations whenever possible. “IdleAire is real easy to use and comes with a lot of great services.

Plus, not having to idle the truck saves fuel.” Mr. White is further impressed by how much better the IdleAire unit cools his cab compared to his truck’s air conditioning unit.

Driven by the air quality dilemma that faces the Valley, the San Joaquin Valley Air Pollution Control District worked closely with the Pilot fueling station, the IdleAire Corporation and the Madera County Board of Supervisors to deliver this promising new technology to truckers along Highway 99 and Madera residents. With additional IdleAire sites planned for Santa Nella, Los Banos, Bakersfield, and Fresno, the Air District

estimates a reduction of 2,993 tons of harmful Nitrogen Oxides (NO_x) and 7 ½ tons of fine particulate matter (PM10) over five years.

According to Richard Jewell, Supervising Manager of the IdleAire station in Madera, 50% of all drivers are familiar with the new technology. Truckers who have used IdleAire in the past love it and those who choose to learn about the service soon become believers. The greatest hurdle, explains Mr. Jewell, is getting truck drivers to try out the system. “Truck drivers have a fear of the unknown and are hesitant to try something

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Sheltered Living

Madera Area Express (MAX) riders who have arduously waited for relief from the Valley heat can take comfort in the ten new bus shelters recently installed by the City of Madera. The welcoming canopies not only provide shade from the summer sun, but will certainly make the rainy season more endurable for MAX passengers as well. Electric blue benches, route map holders and trash cans are added benefits of the shelters, which will be maintained every two weeks by the City.



Over the past several years, the City of Madera has worked diligently to secure the necessary permits to install the new shelters. Robert Brown, City of Madera Assistant Administrator, is quick to point out that the process to meet the necessary federal accessibility requirements for all ten shelters was a long and exhaustive process, but was ultimately the most cost effective method for the City.



Madera residents seek refuge from the sun at the Sherwood Way bus shelter.

Using Local Transportation Fund and Federal Transit Assistance 5307 dollars, the City was able to secure the \$100,000 necessary to construct the ten shelters along the current MAX route. According to Mr. Brown, the attractive new shelters are “long overdue and will improve the quality of service to Madera residents.”

The location for each of the shelters was determined through a careful examination of ridership patterns along with extensive input from the Madera Transit Advisory Board, a seven member organization comprised of Madera residents. As of now, there are no plans to install additional shelters; however, any non-profit group wishing to help fund a shelter is encouraged to contact Mr. Brown.

For more pictures and locations of the ten shelters, please visit www.maderactc.org.

State Budget Not Good for Transportation

Despite the Governor’s claim that the state budget is good for transportation, the Madera County Transportation Commission learned today that local and state highway projects face more extensive delays than previously calculated. Over the past three years, the Governor and state legislators borrowed \$6 billion dollars from transportation to balance the State budget, leaving local transportation projects unfunded. With only \$500 million left in the bank statewide, state transportation officials are spending this small amount on critical safety projects. Other projects like highway widening, fixing potholes, and critical infrastructure projects cannot be built because the money just isn’t there.

Madera County transportation projects will suffer a \$15 million delay in funding, resulting in projects being pushed further into the future. One project facing such a delay is the State Route 99/State Route 145 project. Originally scheduled to begin this summer, the project would have widened

Olive Avenue between “T” Street and Madera to four lanes; widened the existing bridge from two lanes to six; widened the Madera/Olive Avenue intersection to accommodate two through lanes in each direction; and reconfigured the traffic signals to accommodate the additional lanes. The existing interchange is one of the most deficient facilities in Madera County and is considered to be one of the highest priority projects. The planned improvements would reduce delay times; increase circulation; provide better access to the north and south sides of town; and most importantly, improve safety.

The California Transportation Commission recently approved a \$5.4 billion State Transportation Improvement Program. This list, however, is only a queue of transportation projects waiting for money, not a source of revenue. Immediately after the approval of the 5-year program, state transportation officials announced that other than

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IdleAire: cleaning the air one truck at a time

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new. Most fear that IdleAire is somehow trying to scam them out of money." In fact, nothing can be further from the truth. IdleAire provides truckers with cheap access to all the amenities that can be found in a hotel room, without ever having to leave their cab. The result is a unique union of driver comfort and tangible air quality improvements.



For additional pictures and the internet link to the IdleAire corporation, please visit www.maderactc.org.

State Budget: Not Good for Transportation

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critical safety improvements, no new projects will be funded until December, 2004 at the earliest and possibly as late as Spring, 2005. To make matters worse, repayment of the transportation loans may be even further delayed if two Indian gaming initiatives are approved in November. This year's State budget includes a much-heralded repayment of \$1.2 billion to transportation accounts from a gaming compact signed by the Governor with 5 Indian tribes. However, if Proposition 68 and Proposition 70 are approved by the voters this fall, repayment of the \$1.2 billion transportation loan will not occur as promised in the Governor's gaming compacts.

The Madera County Transportation Commission supports efforts to stabilize transportation funding for the long term. As a partial solution to the transportation funding problem, a team of bipartisan legislators is proposing to stabilize transportation funding with protection in the State constitution. Assembly Constitutional Amendment 24, supported by transportation agencies throughout California, removes transportation funding from the state budget, limits borrowing to two fiscal years, and guarantees repayment of any transportation loans, with interest. While not perfect, ACA 24 would help avoid the transportation funding crisis that currently exists.

Madera County Transit System Schedules

CITY OF CHOWCHILLA Chowchilla Area Transit Express (CATX)

Demand-response system:
Weekdays: 8:00 a.m. to 3:30 p.m.
Fare: \$1.00 (Zone 1)
\$1.50 (Zone 2)
Reservations: 559-665-8655

CITY OF MADERA Madera Dial-A-Ride (DAR)

Demand-response system:
Weekdays: 7:00 a.m. to 6:30 p.m.
Saturday: 9:00 a.m. to 4:00 p.m.
Sunday: 8:30 a.m. to 2:30 p.m.
Fare: \$2.00 (General public)
Fare (city area): \$1.00 (Seniors/Disabled)
Fare (county area): \$2.00 (Seniors/Disabled)
Reservations: 559-661-7433

Madera Area Express (MAX)

Fixed-route system:
Weekdays: 7:00 a.m. to 6:30 p.m.
Saturday: 9:00 a.m. to 4:00 p.m.
Fare: \$0.75
Information: 559-661-7433

COUNTY OF MADERA Madera County Connection (MCC)

Intercity fixed-route system:
Fare: \$2.00
Children (0-5) Free
Information: 559-661-7435

Eastern Madera County-Madera Route
North Fork, Bass Lake, Oakhurst,
Coarsegold, Yosemite Lakes Park,
Ranchos, Children's Hospital
Weekdays: 6:00 a.m. to 8:00 p.m.

Chowchilla/Fairmead-Madera Route
Weekdays: 7:30 a.m. to 6:30 p.m.

*Eastin Arcola/Ripperdan/La Vina-
Madera Route*
Wed. & Fri. 8:00 a.m. to 6:30 p.m.

Eastern Madera County Senior Bus

Demand-response:
Oakhurst, Coarsegold, Bass Lake,
Ahwahnee
Weekdays: 8:00 a.m. to 5:00 p.m.
Fare: \$1.50 (Seniors/Disabled)
Reservations: 559-658-5555

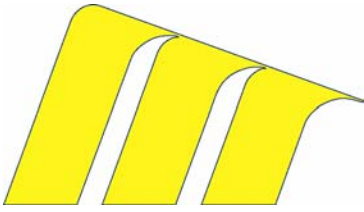
COUNTY OF MADERA— CONTINUED Eastern Madera County Escort Service

Medical trips to Madera, Fresno,
Clovis
Volunteer demand-response:

North Fork, Bass Lake, Oakhurst,
Coarsegold, Ahwahnee Areas
Tues. & Thurs. 8:00 a.m. to 5:00 p.m.
Fare: \$10.00
Reservations: 559-658-5555

Madera Ranchos Area
Weekdays: 8:00 a.m. to 4:00 p.m.
Fare: \$5.00
Reservations: 559-673-9173





Madera County Transportation Commission

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Madera County Transportation Authority & Madera County Transportation Commission

2004 Meeting Schedule

Meetings will be held in the Madera County Government Center Board of Supervisor's Chambers at 209 West Yosemite Avenue, Madera, California. Authority commences at 2:30 p.m. Commission commences at 3:00 p.m.

January	21	July	21
February	18	August	18
March	16	September	29
April	Cancelled	October	20
May	19	November	Cancelled
June	23	December	1