

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, April 22, 2009

Time: 3:00 p.m.

Place: MCTC Board Chambers

Members Present: Chairman Max Rodriguez – Supervisor, Madera County
Sam Armentrout – Councilman, City of Madera
Alt. Frank Bigelow – Supervisor, Madera County
Alt. Justin White – Councilman, City of Chowchilla

Members Absent: Vice Chairman Jim Kopshever – Councilman, City of Chowchilla
Vern Moss – Supervisor, Madera County
Tom Wheeler – Supervisor, Madera County
Robert Poythress – Councilman, City of Madera

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Steve Curti, Chief

MCTC Staff Present: Patricia S. Taylor, Executive Director
Derek Winning, Deputy Director
Troy McNeil, Fiscal Supervisor
Richard Poythress, Planner I
Sheila Kingsley, Administrative Assistant

MCTC sitting as the Transportation Policy Committee.

I. PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT

This portion of the meeting is reserved for person(s) wishing to address the MCTC on items within their jurisdiction but not on this agenda.

There was not Public Comment.

III. TRANSPORTATION CONSENT ITEMS

A. *Call for Projects: Section 5310; 5316; and 5317*

Caltrans Division of Mass Transportation is pleased to announce a call for projects for the following Federal Transit Administration grant programs for federal fiscal year 2009:

Section 5310 – Elderly and Disabled Specialized Transit Program

- Estimated funding is \$12.6 million

- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Toll-free assistance line: 1-888-472-6816
- Application due date to regional planning agency is **June 5, 2009**
- Application due date to Caltrans on or before **September 4, 2009**

Section 5316 – Job Access and Reverse Commute Program for Small Urban Projects

- Estimated funding for small-urbanized projects is \$3 million
- Application due date to regional planning agency with MOU is **June 26, 2009**
- Application due date to Caltrans on or before **September 25, 2009**

Section 5316 – Job Access and Reverse Commute Program for Rural Projects

- Estimated funding for rural projects is approximately \$1.4 million
- Application due date to Caltrans on or before **September 25, 2009**
- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Section 5317 – New Freedom Program for Small Urban Projects

- Estimated funding for small-urbanized projects is \$1.6 million
- Application due date to regional planning agency with MOU is **June 26, 2009**
- Application due date to Caltrans on or before **September 25, 2009**

Section 5317 – New Freedom Program for Rural Projects

- Estimated funding for rural projects is \$.7 million
- Application due date to Caltrans on or before **September 25, 2009**
- Website for additional information: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Action: Information and Discussion Only.

B. *Transportation Planning Grants: 2009-10 Transit Technical Planning Assistance Application and Environmental Justice Community-Based Transportation Planning Letter of Support – City of Madera*

The Caltrans Transportation Planning Grant Program is offering approximately \$9 million in planning grants for FY 2009/10. The City of Madera submitted an application for an Environmental Justice: Context-Sensitive Planning grant to produce a Downtown Revitalization and Transportation Master Plan (DRTMP).

MCTC supplied the City with a letter of support in concept for this grant submittal.

The City of Madera also approached MCTC and requested sponsorship of a Transit Technical Planning Assistance grant to develop a Transit Facilities Master Plan for the proposed MAX Transit Operations and Maintenance Facility. Unlike the Environmental Justice grants, which the City can apply for directly, the Transit Technical Planning Assistance grant must be applied for by MCTC with the City of Madera identified as a sub-recipient. If the Transit Technical Planning Assistance grant application is approved, MCTC will be responsible for administering grant funding and ensuring that all reporting requirements are met.

Both grant applications were submitted to Caltrans by the April 1, 2009 deadline. Grant awards will be announced in Fall 2009, contingent upon the approval of the State budget. Both the letter of support and grant application were included in the Commissioner's packet.

Action: Information and Discussion Only.

C. *State 1B State-Local Partnership Program*

The California Transportation Commission (CTC) at its April 15-16 meeting is scheduled to adopt Cycle 1 of the Proposition 1B State-Local Partnership (SLPP), in accordance with the CTC staff recommendations for the program. Included in the Commissioner's packet was a copy of the CTC staff report and a list of the Madera County area projects that were also approved by the MCTC Policy Board.

Action: Information and Discussion Only.

D. *Implementing SB 375 Workshop – May 7, 2009*

On May 7, 2009 in Fresno, the Local Government Commission is offering a workshop co-hosted by the Governor's Office of Planning Research and Senator Darrell Steinberg titled: Implementing SB 375: What Local Governments Need to Know About Climate Change Legislation. AB 32 and SB 375 create a framework to help California meet the challenges of climate change. Information on the workshop, the agenda, and registration details are included in the Commissioner's packet. Additional information can be found at: <http://lgc.org/events/sb375.html>

Action: Information and Discussion Only.

E. *American Recovery and Reinvestment Act of 2009 (ARRA)*

The American Recovery and Reinvestment Act of 2009 (ARRA) made available to the state of California approximately \$2.57 billion in transportation funding. Under ARRA, 33% of the total amount available to the state was suballocated to regions by the RSTP formula while the remaining 67% was retained by the State for SHOPP and STIP projects. MCTC received \$2.5 million under the RSTP distribution, which was then suballocated to local agencies by population formula.

On March 27, 2009, ABX3 20 was signed by the Governor. This state legislation changed the ARRA formula, giving regions approximately two-thirds of the total allocation available to the state. MCTC received an additional \$2.8 million in discretionary highway funding as well as \$175,000 for transportation enhancements (TE). Included in your package is a spreadsheet showing the suballocation by local agency and fund type.

Action: Information and Discussion Only.

F. *Comments of the Scope of the San Jose to Merced and Merced to Bakersfield High Speed Train Project-Level Environmental Impact Report/Environmental Impact Statement*

With the passage of the \$10 billion High Speed Train (HST) bond act in November 2008, the California High Speed Rail Authority is moving forward with the development of a Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for both the San Jose to Merced and Merced to Bakersfield segments of the HST system. As a result of Madera County's unique position at the crossroads of a north-south and east-west HST alignment, Madera County Transportation Commission has collaborated with the Cities of Madera and Chowchilla and the County of Madera to formulate a united response to the request for comments on the scope of both projects. Included in the Commissioner's packet was a copy of the letters sent to the High Speed Rail Authority by MCTC.

On March 18/19, 2009, HST scoping meetings were held in Merced and Madera, respectively. Elected officials, local agency staff and Commission staff attended both meetings to gain a better perspective on proposed alignments through the Madera County region. Based on the maps presented at these meetings and other data obtained from the High Speed Rail Authority, the Cities of Madera and Chowchilla and County of Madera came to agreement on the following main points:

1. The HST should avoid a north-south alignment that splits the Cities of Madera and Chowchilla down the center, adversely impacting environmental justice communities. Both the UP and BNSF corridors would cause major disruption to future development plans. An alignment west of the SR 99 corridor should be considered in the EIR/EIS.
2. An alternative east-west alignment south of SR 152 should be studied since the current alignment

- along Avenue 24 impacts future land uses identified in the City of Chowchilla General Plan.
3. A HST maintenance facility would be particularly suited to the Madera County region due to its location at the proposed crossroads of the system. Several potential locations are identified on the enclosed map.
 4. In general, the HST should avoid forming a “triangle” around the City of Chowchilla, isolating it from nearby communities and restricting future growth identified in the City’s General Plan.

Staff will continue to serve on the HST Technical Advisory Group and monitor the progress of the Project-Level EIR/EIS development.

Action: Information and Discussion Only.

G. 2009 Federal Transportation Improvement Program – Amendment No. 7

Included in the Commissioner’s packet was a copy of Amendment #7 (Type 1 Administrative) to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP). Amendment #4 to the 2009 Interim FTIP added the American Recovery and Reinvestment Act of 2009 revenue as a fund source. Please note that these amounts were adjusted in Amendment #7 to meet the final appropriation established by the American Recovery and Reinvestment Act of 2009.

Amendment #7 to the 2009 Interim FTIP replaces and programs ARRA funds on two existing FTIP projects. The proposed minor changes are consistent with the administrative amendment procedures. There are no new projects proposed with Amendment #7 and all minor changes were made to exempt projects except for Project ID MAD217031; for which the minor change does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and FTIP; therefore, no further conformity determination is required. This amendment does not interfere with the timely implementation of any approved TCMs.

Amendment #7 meet 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 2007 Regional Transportation Plan (RTP), which was adopted by the Madera County Transportation Commission on May 23, 2007 and approved by FHWA/FTA on June 29, 2007.

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 is required.

Action: Information and Discussion Only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. PUBLIC HEARING: 2009-10 Unmet Transit Needs

This time is reserved for public comments related to “Unmet Transit Needs” within Madera County.

Under the California Transportation Development Act, 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 Service Transportation Advisory Council (SSTAC) will meet on April 29, 2009 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 20, 2009. At that time the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2009/10 prior to approving claims of Local Transportation Funds for streets and roads purposes.

A Spanish speaking translator was available upon request.

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

Comments are as follows:

City of Madera

Joseph Coulombe, Hartland Opportunity Center CEO

Due to funding cutbacks at the state level, private transit service contracts between the Central Valley Regional Center (CVRC) and First Transit could be jeopardized leading to a large influx of passengers on MAX/DAR. Consolidation of transit services between the City and private transit providers could improve overall service and bring more funding and extra buses to the City’s transit system.

City of Chowchilla

No comments were received regarding public transportation in the City of Chowchilla

Eastern Madera County

Tom Swire, Yosemite Lakes Park resident

Yosemite Lakes Park currently has a resident population of approximately 5500. The only Madera County Connection stop for the development is on SR 41, where no on-street parking is available. Request that the MCC stop is moved approximately 3 miles northwest of SR 41 to the Yosemite Lakes Park clubhouse where parking is available.

Written Comments

Cristina Gomez-Vidal

Limited services are available to Fairmead residents due to reconstruction of SR 99. Residents must travel to Chowchilla or Madera for basic necessities including fresh food, milk, diapers, and other staples. The lack of access to food and health services causes health disadvantages for the community residents and is a public health issue. Request additional bus routes for Fairmead residents.

Being no further public comments from the public, Chairman Rodriguez closed the floor at 3:15 p.m.

Action: Receive Public Testimony – Direction May Be Provided.

B. Proposal for Formation of a Five-County Valley Transit Agency to Provide Vanpool Services

The Kings County Area Public Transit Agency (KCAPTA) currently operates between 300-350 vanpools in the five-county (Fresno, Kern, Kings, Madera, and Tulare) region, offering efficient, low cost transportation to large employment centers. Included in your package is background information on the successful KCAPTA vanpool program and a proposal to create a regional governance body for administering the vanpool program in the future.

Ron Hughes, the Executive Director of KCAPTA, presented an overview of the vanpool program and the planned formation of a new Valley-wide rideshare entity.

Action: Information and Discussion Only.

C. Updated State Route 99 Business Plan – Presentation by Alan McCuen, Caltrans District 06

Alan McCuen, Caltrans District 06, presented the State Route 99 Updated Business Plan and the State Route 99 Updated Business Plan – Financial Program. The Business Plan is a “nuts and bolts” approach to achieving the functional goals for the SR 99 corridor addressed in the Interregional Transportation Strategic Plan, the Transportation Concept Reports, and the companion Route 99 Corridor Enhancement Master Plan Element. By clearly identifying Caltrans’ long-term goals and a corresponding list of prioritized projects to achieve those goals, the ability to make funding decisions regarding the corridor as a whole will be much easier. The Business Plan Element was developed to provide a guide for decision makers as they address the needs of this developing corridor. The purpose of the Financial Program is to chart the course toward full implementation. In addition, the Financial Program serves as a guide to all entities with a role associated with financing transportation improvements in the San Joaquin Valley.

Action: Information and Discussion Only.

D. High Priority Projects – Next Transportation Bill (MAP-21)

The San Joaquin Policy Council will have an opportunity to submit a joint/unified set of projects for potential inclusion into the next transportation bill. The deadlines are fast approaching (Both Nunes and Costa for example have an April 24th deadline) enclosed in the Commissioner’s packet was a copy of The House of Representatives (T&I committee) letter.

Attached is the summary of the SR-99 projects presented as part of the one voice trip to D.C. For each project a narrative must be completed. Attached was a word format version of the questionnaire. Once we have all of the project questionnaires we will submit with a Policy Council Cover page to all of our respective Representatives.

In order to meet the deadlines for the Valley project submittal the following schedule is proposed:

Thursday, April 9, 2009 - email provided with narrative directions
Friday, April 17, 2009 - Policy Council Phone call (agenda to be released today)
Monday, April 20, 2009 - **Questionnaires are due for each project**
Wednesday, April 22, 2009 - Submit to each of the Valley Representatives

A reminder: The submittal would not prevent any COG from submitting individually any other project (or the same) as their board deems appropriate. The Valley wide submittal would however demonstrate un-paralleled cooperation of 59 agencies.

MCTC Staff and MCTC TAC recommend the following Measure T Regional projects for MCTC Policy Board consideration for submittal to Congress Radanovich’s Office for inclusion in the MAP- 21 Demonstration Program:

- 1. SR 41 – Passing Lanes – Construction Cost = \$21 million in FY 2013/14**

Project of national significance gateway to Yosemite should garner the maximum earmark available to Madera County. Also, the magnitude of construction cost could be significantly relieved. The project is not fully funded at this time and will rely on the 2010 STIP for construction funding.

2. 4th Street – Widen to 4 lanes and SR 99 Bridge – Construction Cost = \$8 million in FY 2012/13

Project is more likely to meet construction deadline and the project is fully funded at this time. However, it will be more difficult to convey the required national significance which could result in less demo funds.

Action: Upon motion by Commissioner Armentrout, seconded by Commissioner White for staff to submit the 4th Street-Widen to 4 lanes and SR 99 Bridge project to Congress Radanovich's office for inclusion in the MAP – 21 Demonstration Program. A vote was called and the motion carried.

E. PUBLIC HEARING: 2009 Federal Transportation Improvement Program – Resolution 08-11 Amendment No. 8

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #8 TO THE 2009 INTERIM FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on April 22, 2009 at 3 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #8 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP). The purpose of the hearing is to receive public comments.

- The 2009 Interim 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 #8 to the 2009 Interim 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 15, 2009 and conclude April 22, 2009 at 3:00pm. 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 <http://www.maderactc.org/>.

Public comments are welcomed at the hearing, or may be submitted in writing by 3:00pm on April 22, 2009 to Derek Winning at the address below.

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 April 22, 2009. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Derek Winning, Deputy Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 975-9465
derek@maderactc.org

Chairman Rodriguez opened the floor for public comments at 4:10 p.m.

Hearing no public comments, Chairman Rodriguez closed the floor at 4:11 p.m.

Action: Upon motion by Commissioner Armentrout, seconded by Commissioner White to approve the 2009

FTIP Resolution 08-11 Amendment No. 8. A vote was called and the motion carried.

F. *Blueprint Update*

The San Joaquin Valley Regional Blueprint process has provided the eight counties of the San Joaquin Valley an opportunity to work together to develop better land use and transportation patterns by developing a regional guide for the next four decades. Metropolitan Planning Organizations (MPOs) in each of the counties have developed local scenarios with a range in levels of residential housing density, modes of travel, and other variables in how we work and live.

UC Davis' Information Center for the Environment (ICE) used input from the eight counties to build three regional scenarios for the entire Valley: Scenario A – Status Quo, Scenario B – Locally Selected, and Scenario C - Hybrid. In November 2008, the Blueprint Regional Advisory Committee (BRAC) recommended the selection of Scenario C, the “hybrid” scenario. In January 2009, at the San Joaquin Valley Blueprint Summit, over 500 participants weighed in on the Valley-wide Scenarios via clicker technology. Fifty-three percent of those surveyed also recommended the selection of the “hybrid” Valley-wide Scenario. Support also registered for Scenario B+, a compromise scenario that integrates the housing densities selected by each county with Valley-wide transportation improvements such as High Speed Rail and the Metro Rural Loop.

On February 25, 2009, Fresno COG hosted a meeting of the Valley Planners’ Workgroup. Professional Planners from all eight counties met and discussed the Valley-wide scenarios, looking ahead to the implementation phase of the Blueprint.

On April 1, 2009, the Regional Policy Council selected “B+” as the preferred scenario for the San Joaquin Valley Regional Blueprint. Scenario B+ incorporates the Madera County “Low Change” scenario selected by the MCTC board with some additional interregional transportation components.

With the selection of a Valley-wide scenario, the focus of the Blueprint will shift toward implementation. The San Joaquin Valley has received a \$1.35 million grant from the State of California for 4th year Blueprint activities. Tasks will include the development of a Blueprint implementation toolbox, studies on the fiscalization of land use, and the development of adequate modeling tools to assist in the implementation of SB 375 greenhouse gas reduction goals.

Action: Information and Discussion Only.

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

Action: The Commission unanimously approved to reaffirm all actions taken while sitting as the Transportation Policy Committee.

VI. ADMINISTRATIVE CONSENT ITEMS

A. *Executive Minutes of March 18, 2009*

Included in the Commissioner’s packet was a copy of the March 18, 2009, Executive Minutes for review.

Action: Approve Executive Minutes of March 18, 2009.

B. *2008/09 Regional Surface Transportation Program (RSTP) Exchange – Resolution 09-03*

Included in the Commissioner’s packet was a copy of Caltrans’ apportionments of the Regional Surface Transportation Program (RSTP) funds for Madera County - Federal Fiscal Year 2008-09. These apportionments are made in accordance with Sections 182.6(b) and 182.7(b) of the California Streets and Highways Code. The FFY 08-09 apportionment for Madera County is \$1,107,566 (an increase of \$ 96,427 from FFY 07/08).

The FY 2008/09 RSTP allocation for each agency is as follows:

- City of Chowchilla - \$89,914
- City of Madera - \$469,413
- County of Madera - \$548,239

Also included in the Commissioner's packet was a copy of the Resolution 09-03 authorizing the Executive Director to enter into an agreement and once the agreement is fully executed the Director will submit an invoice with Caltrans regarding the exchange of Regional Surface Transportation Program funds.

Action: Approve Resolution 09-03 authorizing the Executive Director to sign Agreement No. X09-6138(028) for the Federal Apportionment Exchange Program and State Match Program.

Administrative Consent Calendar Action

Action: Upon motion by Commissioner White, seconded by Commissioner Armentrout to approved the Administrative Consent Calendar. A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 2008/09 State Transit Assistance – Resolution 08/07 and Resolution 08/10 Amendment #1

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

The STA estimate for 2008/09 decreased when the State adopted a revised budget during February 2009. The amount of STA funds approved by the Governor in the State Budget for the 2008/09 fiscal year is 153,069,734. The revised estimate for Madera County decreased \$303,793. Total STA available for the Madera County area is \$303,503. The allocations are based on the latest annual population estimates from the Department of Finances's May 2008 Population Estimates of the California Cities and Counties.

Action: Upon motion by Commissioner Armentrout, seconded by Commissioner White to approve FY 2008/09 Revised State Transit Assistance (STA) Estimate – STA Apportionment Resolution 08-07 Amendment No. 2. A vote was called and the motion carried.

Upon motion by Commissioner White, seconded by Commissioner Armentrout to approve FY 2008/09 STA Allocations Resolution 08-10 Amendment No. 2. A vote was called and the motion carried.

B. Proposed 2009-10 Member Assessment Fees Schedule – California Partnership Request and Lobbying Actives

1. The Madera County Transportation Commission (as have each of the eight San Joaquin Valley COGs), receive a request (letter included in Commissioner's packet) from the California Partnership for the San Joaquin Valley requesting funding for continued operations of the SJV Partnership in FY 2009/10. Valley wide, the total request for funding comes to \$142,000, MCTC's proportional share of that amount is **\$5,400**. This funding would be used by the Partnership to continue operations in FY 2009/10. Enclosures were provided in the Commissioner's packet that address the origins and accomplishments of the SJV Partnership along with a budget breakdown of how the \$142,000 would be allocated.

Unfortunately, there are no MCTC Federal or State funding sources that can be utilized to support the Partnership effort, as these funds are generally restricted to "transportation specific" uses. With that in mind, any funding to support the Partnership would have to come from the MCTC member agencies.

2. Recognizing the value of One Voice programs, the San Joaquin Valley COGs Policy Council has encouraged staff to organize legislative visits to Sacramento and Washington D.C. The Valley Voice

delegates discuss issues of Valley wide interest, including the trade corridors plan and the Transportation Reauthorization bill.

Unfortunately, there are no MCTC Federal or State funding sources that can be utilized for lobbying activities.

In order to address the above issues, staff recommends initiating Member Assessment Fees in the 2009-10 Budget process on a per capita basis in the amount of \$15,000 if the Policy Board wishes to participate in the California Partnership and Valley wide Lobbying Activities. Included in your package is a copy of the Proposed 2009-10 Member Assessment Fees Schedule that identifies the proportional amount that each member agency would be required to pay should there be MCTC Policy Board Support for funding the Partnership and Lobbying Activities.

Action: Upon motion by Commissioner Armentrout, seconded Commissioner White to authorize staff to contact the membership agencies on behalf of the California Partnership concerning the 2009-10 funding request. A vote was called and the motion carried.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. City of Chowchilla Request for Measure "T" Inter-program Loan

UPDATE

Upon receipt of the City of Chowchilla's Inter-program Loan request on March 1, 2009, MCTC staff directed KNN Financial Services Inc. to develop an updated Measure T Cash Flow Analysis that would allow for a loan to the City of Chowchilla in the amount of \$1.5 million according to the terms of the request. An updated cash flow analysis based upon the Staff Report to Chowchilla City Council will be available as a handout during the MCTC Policy Board meeting on April 22, 2009.

MCTC staff will continue to work with Chowchilla staff on the exact details of the loan. KNN Inc. will develop a loan repayment schedule and tracking system and a Measure T loan agreement for approval. It is anticipated that this can be accomplished by the end of April and that a letter directing the County Auditor to disperse \$1.5 million to a City of Chowchilla account should be dated May 1, 2009.

The City of Chowchilla is committed to accelerating the delivery of our large 2009 Measure T Street Improvement Project. Completion of this project, along with several others included in our Five - Year Capital Improvement Program, realizes many of the street improvements listed for Chowchilla in the Measure T Investment Plan.

On November 10, 2008, City Council authorized and directed Staff to move forward with the project development phases for the 2009 Measure T Project that includes the improvements listed below:

- Orange Avenue Overlay & Concrete improvements, 5th Street to 15th Street
- Dorothy Way, Deborah Way, Gill Way and Canal Overlay & Concrete improvements
- Monterey, 11th to 13th Street Overlay & Conc. imp.
- 13th, Monterey to Orange Overlay & Conc. imp.
- Alameda, 5th to 8th

The current estimated cost for the Project is \$2.3 million. As per our previous discussions both at staff and Board level, these costs exceed our current Measure T Local Allocations and other identified sources. It would take at least eight (8) years of banking the entirety of the City's Measure T revenues (perhaps longer with the current revenue projections) to pay for the construction costs of the Project. Therefore, the City is requesting the Madera County Transportation Authority consider utilizing innovative financing as outlined

in the MCTA Strategic Plan and Debt Policy to assist in fully funding the 2009 Measure T Street Improvement Project for construction in 2009.

Early in 2008, we projected needing to borrow approximately \$1 million. At this point, we estimate needing to borrow \$1.5 million due to shortfalls in other local transportation funding sources. As the designs get more specific and better information is available we would like to be able to refine our request.

Chowchilla will repay the "interprogram" loans aggressively with its future Measure T revenues through terms and conditions specified in the loan agreement. Initially we are looking to retain approximately \$100,000 in annual programming ability for maintenance and/or other projects to be identified in the Annual Work Program.

Action: Upon motion by Commissioner White, seconded by Commissioner Armentrout to approve a \$1.5 million Inter-Program Loan for the City of Chowchilla. Terms set at 10 years with an annual interest rate based upon the Local Agency Investment Fund (LAIF). A vote was called and the motion carried.

IX. Miscellaneous

A. Items From Caltrans

Steve Curti of Caltrans, updated the Commission on current projects in Madera County.

B. Items from Staff

No Items from Staff.

C. Items from Commissioners

No Items from the Commissioners.

X. Adjournment

Meeting adjourned at 4:40 p.m.

Next MCTC meeting set for Wednesday, May 20, 2009

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission