

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, February 21, 2007
Time: 3:00 P.M.
Place: Madera County Government Center,
Conference Room

Members Present:

Sam Armentrout – Councilman, City of Madera
Vice Chairman Frank Bigelow – Supervisor, Madera County
Robert Poythress – Councilman, City of Madera
Vern Moss – Supervisor, Madera County
Max Rodriguez – Supervisor, Madera County

Members Absent:

Alfred Ginsburg – Councilman, City of Chowchilla

Policy Advisory Committee:

Above Members present and Caltrans Representatives:
Alan McCuen and John Cinatl

MCTC Staff Present:

Patricia S. Taylor, Executive Director
Sheila Kingsley, Administrative Assistant
Derek Winning, Planner II
Troy McNeil, Planner I
Richard Poythress, Planner I

MCTC sitting as the Transportation Policy Committee.

I. PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT

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

There were no public comments.

III. TRANSPORTATION CONSENT ITEMS

A. California Partnership for the San Joaquin Valley

On June 24, 2005 the Governor signed Executive Order S-5-05 establishing the California Partnership for the San Joaquin Valley. On November 28, 2006 the Governor signed Executive Order S-22-06 reestablishing the Partnership. As stated, the local government members shall be appointed by the Governor from a list of elected local officials submitted by each of the eight Councils of Government (COGs) from the following counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. All members shall serve at the pleasure of the Governor, and without compensation.

The Governor's office contacted the Commission and requested the Commission submit a list of elected official nominees. Supervisor Frank Bigelow has been appointed by the Governor to participate on the California Partnership for the San Joaquin Valley.

Action: Information and Discussion Only.

B. *Initiation of FY 2007/08 Unmet Transit Needs Process*

The State Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2007/08 prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The MCTC's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Madera County. The request for comments letters, included in the Commissioner's packet, will be mailed late February, 2007.

MCTC's Unmet Transit Needs public hearing is scheduled as follows:

- PUBLIC HEARING – Wednesday, April 18, 2007 at 3:00pm
City of Madera Board Room – 205 W. 4th Street – Madera, CA
Via Video Conferencing to be determined.

Free demand-response transportation will be provided by Laidlaw Transit to each location. A Spanish language interpreter will also be available for those who wish to testify in Spanish. A public notice will be printed in the local newspapers and flyers will be distributed throughout the community publicizing the hearing.

Action: Information and Discussion only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. *Corridor Mobility Improvement Account (CMIA) and State Route 99 Bond Act Programs – Status Report*

Background of CMIA:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system. The Bond Act mandates that the Commission allocate funds from the CMIA to projects after reviewing project nominations submitted by the Department of Transportation (Caltrans) and the same regional agencies that prepare regional transportation improvement programs (RTIPs) nominating projects for the state transportation improvement program (STIP).

Initial project nominations were due January 16, 2007. All projects must have a Project Study Report (PSR) completed and deliverable by year 2012. Caltrans and the Commission co-nominated the following project:

- **State Route 41 extension and Avenue 12 Interchange:** *extend the four lane Route 41 freeway from the transition north of Avenue 10 to Avenue 12 including right of way to accommodate the ultimate six lane freeway, construct a bridge at Avenue 11, and construct a full interchange at Avenue 12.*

The California Transportation Commission (CTC) received \$11.3 in CMIA project funding requests (\$6.4 billion Caltrans Co-Nominated projects and \$4.8 billion Regional Nominations). Included in your package is a copy of the CMIA project requests and letters written to our local legislative representatives requesting their support. CTC staff is expected to release its recommendations on Friday, February 16, 2007. A CTC Public Hearing will be held on Tuesday, February 20th to allow the CTC Commissioners to hear testimony

concerning the CMIA program and recommendations. The CTC will adopt the CMIA program at its meeting in Irvine on Wednesday, February 28, 2007.

Background of SR 99 Bond Program:

With the passage of Proposition 1B on November 7, 2006, the Madera County Transportation Commission in its role as Regional Transportation Planning Agency will now have a responsibility (the role will vary based on the Bond program) to participate in the twelve different funding components that comprise Proposition 1B. State Route 99 Corridor Improvements was included as \$1 billion in Proposition 1B and is one of the twelve different funding components.

The Commission staff participated in the development of the guidelines for the SR 99 bond with Caltrans District 6, District 10 and the San Joaquin Valley Regional Planning Agencies. The State Route 99 Guidelines established the policies and procedures for allocating Proposition 1B State Route 99 Corridor Improvement Program funding/ The State Route 99 Corridor Improvement Program decisions will be guided by the State Route 99 Business Plan which as been previously adopted by the California Transportation Commission. The Business Plan is a “nuts and bolts” approach at achieving the functional goals for the corridor laid out in the Interregional Transportation Strategic Plan, Transportation Concept Reports, and the Route 99 Corridor Enhancement Master Plan. The SR 99 Business Plan was developed to provide a guide for decision makers as they address the needs of this developing corridor.

Based on the performance criteria as outlined in the State Route 99 Guidelines, the Final Draft State Route 99 Corridor Improvement Plan project list includes the following projects for Madera County:

1. State Route 99 – Ashlan Avenue to Avenue 7: widen from 4 lanes to 6 lanes, project cost \$93 million. Delivery Date – 2012.
2. State Route 99 – Avenue 12 Interchange: reconstruct interchange, project cost \$68 million (\$48,400,000 bond and \$19,600,000 local). Delivery date – 2012.

Included in the Commissioner’s packet was a copy of the Final Draft State Route 99 Bond candidate projects. The California Transportation Commission is expected to either approve or reject the SR 99 Bond Program as submitted by Caltrans for approval.

Status report was given by MCTC Staff and Alan McCuen of Caltrans.

Action: Information and Discussion only.

B. State Transportation Improvement Program (STIP) Augmentation – Status Report

MCTC Staff provided a verbal status report on STIP Augmentation strategy based upon the CTC Staff recommendation for the CMIA Bond Program which will be released February 16, 2007. The **Draft Measure T Regional Program - Phase I** (included in the Commissioner’s package) includes the list of candidate projects for programming in the STIP Augmentation. A revised draft project list that maximizes the utilization of STIP, Measure T, SR 99 Bond, CMIA Bond, SLP Bond, and impact fees/local funds will be provided for discussion.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B on the November 7, 2006 ballot, authorized \$2 billion in general obligation bond proceeds to be available for projects in the state transportation improvement program (STIP), to augment funds otherwise available for the STIP from other sources. Under the Bond Act, the funds shall be deposited in the newly created Transportation Facilities Account (TFA) and shall be available, upon appropriation by the Legislature, in the same manner as other STIP funds.

The California Transportation Commission has inaugurated a special STIP development cycle to augment the 2006 STIP in advance of the development of the 2008 STIP. When the Commission adopted the 2006 STIP, funding constraints meant that many projects proposed in regional transportation improvement programs

(RTIPs) and in the interregional transportation improvement program (ITIP) were either not programmed or were programmed for years later than the years the projects could be delivered. The Commission's primary intent for having a 2006 STIP augmentation is to advance the programming of funds for STIP projects that can be delivered prior to the adoption of the 2008 STIP. The Commission also intends to provide an early opportunity to program new STIP projects with the added capacity provided by the TFA bonds.

The Commission's STIP Guidelines, as amended on September 28, 2005, apply to the 2006 STIP Augmentation. The following schedule lists the major milestones for the development and adoption of the 2006 STIP Augmentation:

Caltrans presents draft fund estimate	November 8, 2006.
CTC adopts fund estimate.	December 14, 2006.
Regions submit RTIPs.	April 2, 2007.
Caltrans submits ITIP.	April 2, 2007.
CTC STIP hearing, South	April 25, 2007.
CTC STIP hearing, North	May 2, 2007.
CTC publishes staff recommendations	May 17, 2007.
CTC adopts STIP.	June 7, 2007.

The 2006 STIP Augmentation provides a Madera Regional Programming Target of **\$17,758,000**. Projects will be programmed in the STIP consistent with the Measure T Investment Plan based on priority, deliverability, and leveraging. The STIP Augmentation will also coordinate with other funding mechanisms including: Measure T; SR 99 Bond; CMIA Bond; State/Local Partnership Bond; Impact Fees; and other local funds.

Action: Information and Discussion only.

C. *San Joaquin Valley Regional Blueprint – Workshop polling results and next steps*

Visioning and Values Workshop – Madera County Blueprint

What is the Valley Blueprint? The San Joaquin Valley Blueprint Planning Process is a chance to plan for the future of transportation and land use in the San Joaquin Valley to the Year 2050.

What will the Blueprint Planning Process do? Planning issues do not exist in a vacuum. Transportation and land use are intertwined; these issues also affect housing, employment centers, and air quality. The San Joaquin Valley Blueprint Planning Process will enable the region to better understand that what we do locally affects the entire region. For more information about the Blueprint Planning process in Madera County please visit our website <http://www.maderactc.org>.

Why should we plan for the future? The San Joaquin Valley is a special place. It has a rich, diverse population; communities that blend rural calm with urban amenities; and an unrivaled agricultural economy. These qualities also mean the region will grow. In the next 45 years, the Valley will more than double in population from 3.3 million to more than 7 million. With this growth come many challenges. Where should we grow? How will we grow? The San Joaquin Valley Blueprint Planning Process provides an opportunity to work together to answer these questions.

The Madera Blueprint Vision and Values Workshops were a great opportunity for the community to discuss relevant issues pertaining to future growth and development in Madera County. All three workshops were well attended: approx. 50 in Oakhurst; approx. 45 in Madera; and approx. 25 in Chowchilla.

An interactive poll was conducted on the proposed 11 values to determine their relative priority. The polling results will form the basis for the development of a Vision Statement for the Madera County Blueprint. Although the official results have not been released, it was clear that the following values registered as the most important to workshop attendees:

- Environmental Sustainability
- Public Safety
- Vibrant Economy
- Healthy Environment

The Vision and Values Workshop polling results will be posted on the MCTC Website at <http://www.maderaactc.org> when available.

Action: Information And Discussion Only.

D. Foothill Corridor Planning Study (Route 65) Support in Concept – Resolution 07-02

Elected officials from Fresno and Madera County, as well as Clovis, and staff from the City of Fresno, Fresno and Madera RTPAs as well as other city and county planning agency staff, recently met to talk about issues of commonality between Fresno and Madera County. The meeting was part of the Blueprint coordinating activities, and the idea of further collaborating across County lines was well received. In fact, they desire to meet regularly and include other counties as well. One part of the discussion turned to the eventual need to at least discuss and study the need for a north-south corridor on the more eastern side of our Valley by 2050 as part of the Blueprint evaluation. They asked that this topic be raised at each of the RTPAs, so that a request to Caltrans could be made to resume an evaluation of that corridor. Included in the Commissioner's packet was a draft resolution that could be referred to each local agency (City of Chowchilla; City of Madera; and County of Madera) for consideration of the issue. The projected population of the Valley by 2050 (almost 8 million) is a pressing consideration for this evaluation and the information it may provide to the Blueprint and General Plan processes.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Moss to approve Resolution 07-02 and referring it out to the local agencies for action. A vote was called and the motion carried.

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 January 17, 2007

Included in the Commissioner's packet was a copy of the January 17, 2007 Executive Minutes for review.

Action: Approve Executive Minutes of January 17, 2007.

Administrative Consent Calendar Action

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

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Commission Relocation - Update

Staff gave a verbal update.

Action: Information and Discussion only.

B. FY 2006/07 Local Transportation Fund Allocation Resolution 06-10 Amendment No. 2

The City of Madera is requesting to reallocate their 2006/07 Local Transportation Funds (LTF) due to the increase in the 2006/07 State Transit Assistance Funds. The City of Madera is also requesting to carryover unexpended LTF funds from Fiscal Year 05/06 in the total amount of \$832,876.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Moss to approve FY 2006/07 Local Transportation Fund Allocation Resolution 06-10 Amendment No.2. A vote was called and the motion carried.

C. DRAFT – FY 2007-08 Overall Work Program

The DRAFT 2007-08 MCTC Overall Work Program will be available at the next March, 2007 meeting for review and discussion. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA and FTA by March 26, 2007. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review, the OWP will be brought before the Commission for adoption at its May 2007 meeting.

The Intermodal Planning Group, the federal and state agency review group, is scheduled to meet with MCTC staff on April 26, 2007 to review the OWP.

Action: This Item was removed from the Agenda at the request of staff.

D. 2007/08 Transportation Development Act (TDA): Local Transportation Fund (LTF) and State Transit Assistance (STA) Estimates

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 2007-08 is **\$4,093,092** (decrease \$204,797 from FY 2006/07). The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year and the unrestricted balance anticipated to be available in the fund at the end of the current fiscal year. The unrestricted balance is the balance that is neither allocated, reserved, nor retained in the fund as an unallocated apportionment pursuant to Section 6655.1. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

State Transit Assistance (STA): Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2007-08, there is \$784,510,744 budgeted according to the most current information from the Department of Finance. STA allocation estimate for Madera County is **\$1,523,731** (increased \$300,657 from FY 2006/07).

MCTC will advise prospective LTF claimants of the estimated area apportionment's within Madera County. Applicants must file LTF and STA applications with MCTC by April 5, 2007.

Action: Information and Discussion only.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Citizen's Oversight Committee – Selection Committee

Included in the Commissioner's packet was a copy of the application form for the Citizens' Oversight Committee, which must be formed within 6 months of the passage of Measure "T". It is anticipated that the

selection of the 7 member committee will occur on April 18, 2007 as a part of the April meeting.

Also included in the packet was a copy of Appendix C of the Measure "T" Investment Plan outlining the Citizens' Oversight Committee's purpose, roles and responsibilities. The Committee shall be composed of 7 members including:

- Two (2) at-large public members
- Five (5) representatives; one (1) from each of the Madera County Supervisorial Districts

The Madera County 2006 Transportation Authority is the selection committee based upon provisions in the Measure "T" Investment Plan. Staff will evaluate/screen the applications and put them into categories of membership as specified in the Plan (each Supervisorial District). The Authority Board will review staff findings, make any adjustments and choose the top finalists for an interview if needed. The Authority Board would then choose 1 for each Supervisorial District and 2 at-large and determine which seats would be 2 years and which 4 years.

Action: Information and Discussion Only.

IX. Miscellaneous

A. Election of Officers

Vice Chairman Bigelow opened the floor for nomination for Chairman. Commissioner Bigelow was nominated for Chairman. Seeing that there were no other nominations a motion was called by Commissioner Poythress, seconded by Commissioner Moss to close the floor. A motion was called by Commissioner Moss, seconded by Commissioner Armentrout to elect Commissioner Bigelow as Chairman. A vote was called and the motion carried.

Chairman Bigelow opened the floor for nomination for Vice Chairman. Commissioner Armentrout was nominated for Vice Chairman. Seeing that there were no other nominations, a motion was called by Commissioner Poythress, seconded by Commissioner Moss to close the floor. A motion was called by Commissioner Moss, seconded by Commissioner Rodriguez to elect Commissioner Armentrout as Vice Chairman. A vote was called and the motion carried.

B. Items from Caltrans

Alan McCuen introduced John Cinatl to the Commission. Mr. Cinatl will be representing Caltrans District 06 for the Madera County Area.

C. Items from Staff

Staff reported on the upcoming Unmet Transit Needs Hearings.

Letters of supports were also discussed before the Board for various grants.

D. Items from Commissioners

No Items from Commissioners

X. Adjournment

Meeting adjourned at 4:00 p.m.

Next meeting set for Wednesday, March 21, 2007

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission