

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, January 18, 2006
Time: 3:00 P.M.
Place: Madera County Government Center,
Board of Supervisor Chambers

Members Present:

Chairman Gordon Skeels – Councilman, City of Madera
Frank Bigelow – Supervisor, Madera County
Max Rodriguez – Supervisor, Madera County
Alfred Ginsburg – Councilman, City of Chowchilla
Gary Gilbert – Supervisor, Madera County
Robert Poythress – Councilman, City of Madera

Members Absent: None

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Alan McCuen

MCTC Staff Present: Patricia S. Taylor, Executive Director
Sheila Kingsley, Administrative Assistant
Derek Winning, Planner II
Sarah Ross, 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. State Highway Operation & Protection Program (SHOPP) - Status

Per MCTC's agreement with Caltrans, Caltrans on a quarterly basis submits to MCTC a status report on Caltrans' State Highway Operation and Protection Program. Included in Commissioner's packet was a copy of January 2006 status report.

Action: Information and Discussion Only.

B. Federally Funded FY 2004-05 Projects

Transportation Equity Act for the 21st Century (TEA-21) legislation requires that Metropolitan Planning Organizations (MPOs) either publish or make available an annual listing of projects for which federal funds have been obligated in the proceeding year. This listing is required to be consistent with the categories identified within the Federal Transportation Improvement Program (FTIP). Commission staff recently published a notice in the Madera Tribune advising the public as to the availability of this listing and staff will provide copies to interested

parties.

Included in Commissioner's packet was a listing of federally funded projects that were obligated during FY 2004-05. The project obligations are shown by specific program and project phase (i.e. preliminary engineering, right-of-way acquisition, and construction). The listing meets the requirements of Federal Law.

Action: Information and Discussion Only.

C. California Transportation Commission 2005 Annual Report to the California Legislature

D. FY 2005-06 FTA Section 5311 – Apportionment & Program of Projects (POP)

The Madera County FTA Section 5311 Apportionment for FY2005-06 is estimated at \$287,644. This rural and small urban program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. It is apportioned in proportion to each State's non-urbanized population. Funding may be used for capital, operating, and project administration expenses. Section 5311 funds are allocated to each local agency based on population and have been primarily used for transit operations.

The following allocations have been made for FY2005-06:

1. Chowchilla - \$33,573
2. County - \$254,091

A Program of Projects (POP) that indicates planned expenditures for the coming fiscal year is required to be submitted to prior to December 31 each year to allow Caltrans to access the required obligation authority necessary to administer the program.

Action: Information and Discussion Only.

E. FTA Section 5307 – Apportionment & Expenditure Plan – Designated Recipient Status

Caltrans has elected to delegate the role and responsibilities of the Designated Recipient for FTA Section 5307 to each individual MPO in the State. In order for this change to occur, Caltrans must receive a letter from the MPO acknowledging the role Designated recipient accompanied by a letter from counsel stating that the MPO has the capacity to perform the required functions.

The function of the MPO as the Designated recipient is to ensure that the planning, programming, monitoring, and grant application of Section 5307 funds are consistent with Federal allocation limits and program requirements. The Grantee (City of Madera) applies for federal funds directly from FTA contingent upon the concurrence of the MPO. A supplemental agreement is executed between the MPO and Grantee automatically during each application process that allows the Grantee to directly receive Federal funds under Section 5307.

The Madera UZA FTA Section 5307 Apportionment for FY2005-06 is \$744,322. This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. A 3-year expenditure plan is required to track planned expenditures and to indicate the necessity for FTIP programming and/or amendments.

Action: Information and Discussion Only.

F. State Route 99 Business Plan – Letter of Support

The Commission along with our fellow regional agencies in the Valley submitted a letter of support to the Business Transportation and Housing Agency concerning the State Route 99 Business Plan prepared by the California Department of Transportation outlining a joint strategy for all jurisdictions along the corridor. The letter of support

specifically highlighted the following points:

- State Route 99 is the workhorse of the California highway system carrying far more truck traffic than the statewide average (up to 29% truck traffic along some segments), and serving as the thoroughfare of agricultural goods movement in the western United States.
- Bringing State Route 99 up to modern standards is essential for safety on this backbone for north-south movement in the state as the San Joaquin Valley will be the fastest growing region in the state of California in the next 40 years.
- The Regional Transportation Planning Agencies in the San Joaquin Valley endorse the priority categories of the Business Plan.
- The Regional Transportation Planning Agencies strongly urge the implementation plan be expedited. The draft business plan suggests that the \$6 billion cost of implementation will take 20 to 25 years. The growth of the valley, the necessary growth in goods movements and truck traffic cannot be sustained on this corridor for that length of time. A \$3 billion investment in ten years only implements an unacceptable timeline.
- The Regional Transportation Planning Agencies recommend and strongly support the state leading the way with an investment of \$4 billion for State Route 99 over the next 10 years. This will expedite the delivery of long needed improvements.
- The regional agencies in the San Joaquin Valley recognize that \$4 billion is only a partial investment in the needs of this facility, and therefore, are investing in State Route 99 from a variety of local sources including the Regional Improvement Program (RIP), regional transportation impact fees, and transportation sales tax measures (passed and in development).

Action: Information and Discussion Only.

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Public Hearing: 2004 Federal Transportation Improvement Program (FTIP) Amendment No. 1 – Resolution 04-13 Amendment No. 7

Chairman Skeels opened the floor for public comment. Being no comment, Chairman Skeels closed the floor.

The MCTC received requests from Caltrans, Madera County and the City of Madera to formally amend projects in the 2004/05-2009/10 FTIP as follows:

Caltrans

MAD418001 – SR99 from south of Avenue 21 ½ to south of SR 99/152 separation; widen 4 lane expressway to 6 lane freeway and construct interchange at Avenue 22 (\$52,340,000 Interregional Improvement Program (IIP))

Madera County

MAD119001 – NEW PROJECT Recreation Trails Program – Ahwahnee Trail Project; recreation trail project with trailhead improvements; programs \$560,000 for construction in 2005/06 (\$410,000 federal; \$150,000 local match)

City of Madera

MAD213041 – DELETE PROJECT

MAD213047 – Intermodal Facility; Section 5307 Operating Funds FY2005/06 (\$5,000 federal; \$5,000 local match)

MAD213049 – MAX; Section 5307 Capital FY 2005/06; purchase 2 buses (\$144,000 federal; \$36,000 local match)

MAD213057 – NEW PROJECT Intermodal Facility; Section 5307 Capital FY 2005/06 (\$32,000 federal; \$8,000 local match)

MAD213058 – NEW PROJECT Dial a Ride; Section 5307 Capital FY 2005/06; purchase 2 buses (\$112,000 federal; \$28,000 local match)

The changes constitute a formal amendment to the FTIP. The trail project and the FTA 5307 projects are air quality exempt. The IIP funding changes (Caltrans Fairmead interchange project) do not impact the design concept and scope of the project or the conformity analysis years assumed in the regional emissions analysis for the currently conforming TIP/RTP. The proposed amendment meets all applicable transportation planning requirements per 23 CFR Part 450.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Poythress to approve Resolution 04-13 Amendment No. 7. A vote was called and the motion carried.

B. *Public Hearing: Madera County PM 2.5 Air Quality Conformity Determination*

Chairman Skeels opened the floor for public comment. Being no comment, Chairman Skeels closed the floor.

The Madera County PM2.5 Air Quality Conformity Determination is for the federally approved Madera County 2004 Transportation Improvement Program (FTIP) and the Madera County 2004 Regional Transportation Plan (RTP).

The Madera County 2004 TIP and 2004 RTP and corresponding conformity analysis was approved by FHWA and FTA on October 4, 2004. Subsequently, an 8-hour air quality conformity determination was federally approved on June 15, 2005.

EPA designated the San Joaquin Valley nonattainment for the new PM2.5 standards, effective April 5, 2005. Conformity for the PM2.5 standards applies one year after the effective date (April 5, 2006). EPA issued a final rule on July 1, 2004 that amended the transportation conformity rule to include criteria and procedures for the new fine particulate matter (PM2.5) national ambient air quality standards. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a PM2.5 conformity determination are satisfied by the TIP and RTP.

An Air Quality Conformity Determination is required in non-attainment areas to ensure that transportation plans and programs are consistent with the state and local air quality plans and do not interfere with the timely implementation of transportation control measures. Results of the air quality emissions analysis show that the 2004 RTP and 2004 FTIP are consistent and conform with provisions of the State Implementation Plan (SIP). A finding of conformity for the Madera County 2004 TIP and 2004 RTP is therefore supported.

The Madera County PM 2.5 Air Quality Conformity Determination is scheduled to go before the MCTC Policy Board for approval following the Public Hearing on January 18, 2006 at its February 22, 2006 meeting. The conformity determination cannot be approved until the semi-concurrent 30-day review and comment period of each San Joaquin Valley MPO is completed.

Action: Information and Discussion Only.

C. *2006 Madera County Regional Transportation Improvement Program (RTIP) for the 2006 State Transportation Improvement Program (STIP) – Resolution 06-01*

The California Transportation Commission (CTC) is scheduled to adopt the 2006 State Transportation Improvement Program on April 27, 2006. To meet this schedule, regions throughout the State have been given a deadline of January 30, 2006 for submittal of their Regional Transportation Improvement Program (RTIP). The RTIP represents the region's plan for expenditure of their County Share as identified in the 2006 State Transportation Improvement Program (STIP) Fund Estimate approved by the CTC on September 29, 2006.

The 2006 Fund Estimate shows that Madera County will enter the 2006 STIP period with \$4,896,000 in Prior Commitments (2004 STIP projects pending allocation in FY2006/07); \$3,938,000 Subject to Reprogramming (2004 STIP Projects that will be delayed in the 2006 STIP); \$8,626,000 Unprogrammed Balance (2004 STIP); and a new

Formula Distribution of \$6,733,000 (2006 STIP). The 2006 STIP will have a total of \$8,834,000 of existing projects carried over from the 2004 STIP and a potential total of \$15,359,000 in new programming capacity. However, the 2006 STIP Fund Estimate assumes several unreliable funding sources over the next five years. To the extent that any new programming capacity exists in the 2006 STIP the following must occur:

1. Proposition 42 transfers to the State Highway Account
2. Tribal Gaming Compact bonds
3. Loan repayments to the State Highway Account

Should any or all of these assumptions fail to materialized 2006 STIP programming capacity would be reduced, and furthermore the availability of allocations in FY2006/07 will be jeopardized. The STIP program now totally relies on Prop. 42 transfers to the State Highway Account. Unfortunately, Prop. 42 transfers are subject to the annual budget process and have only been made twice since its inception. Until the STIP program is bolstered with a stable and reliable funding source (gas tax increase), it will become evermore difficult to access both programming and allocations of regional shares.

There is a current statewide backlog of prior commitment (FY2005/06 and FY2006/07) projects in excess of \$1.7 billion. Allocations for these projects are now subject to the annual State Budget process. In FY2005/06 the State Budget transferred Prop. 42 funds to the State Highway Account and the CTC was able to approve allocation requests in the amount \$500 million during August – September 2005 for STIP projects. Projects programmed prior to FY2006/07 that did not receive allocations in August – September 2005 must await passage of the FY2006/07 State Budget. The CTC issued a STIP Allocation Plan Priority Criteria that favored capacity increasing projects (construction phase) over road rehabilitation and reconstruction. Many regions including Madera County have been unable to access STIP funding for several years now. As a result MCTC Staff requested that the local agencies program projects in the 2006 STIP consistent with the CTC STIP Allocation Plan Priority Criteria. MCTC staff and local agency staff will continue to monitor the State financial crisis and have initiated strategy discussions that may result in a proposal to change MCTC STIP Program Policy from the 2004 Regional Transportation Plan (60% Capacity; 40% Rehab.) that would allow the Madera County Region to maximize STIP allocations for local transportation projects.

The 2006 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes to program \$21.7 million in regional discretionary transportation dollars during Fiscal Year (FY) 2007-2011. The program includes \$8.8 million in existing projects; \$13.5 million in new projects; and an unprogrammed balance of \$1.8 million. At this time, it is assumed that the California Transportation Commission (CTC) will adopt the 2006 STIP in April of 2006 with significant modification. For purposes of this 2006 RTIP, the 2006 STIP Fund Estimate of September 29, 2005 is the basis of current funding assumptions.

The RTIP is updated every two years and submitted to the California Transportation Commission (CTC). This RTIP covers a five-year period from July 1, 2006 through June 30, 2011 (State fiscal years 2006/07 – 2010/11).

In response to these funding projections and in an effort to avoid removing currently programmed projects from the STIP, the Fund Estimate establishes 2006 STIP Programming Targets that set funding limitations for each year. These Targets allow for progress on existing STIP projects in FY2006/07 and FY 2007/08 with the bulk of new projects funded in 2009/10 or later.

The 2006 STIP proposes to program the following new projects:

1. SR 99 & SR 145 Interchange - \$4,300,000
2. 4th Street, widen to 4 lanes - \$1,300,000
3. Gateway, widen to 4 lanes - \$1,500,000
4. Schnoor Undercrossing (TE) - \$139,000
5. Street Rehab, 17 locations - (\$1,800,000) Delete Project
6. Road 16, overlay - \$1,641,000
7. Ave 18.5, reconstruct - \$1,353,000
8. Road 29, realign/widen - \$4,000,000

The 2006 STIP schedule is as follows:

- CTC adoption of fund estimate – September 29, 2006
- **Regional Transportation Improvement Program and Interregional Transportation Improvement Program due – January 30, 2006**
- South STIP hearing – March 9, 2006
- North STIP hearing – March 15, 2006
- CTC Staff Recommendations due – April 7, 2006
- CTC adoption of 2006 STIP – April 7, 2006

Staff requested to approve the 2006 Madera County Regional Transportation Improvement Program and direct staff to forward the document to Caltrans and the California Transportation Commission no later than January 30, 2006.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Ginsburg to approve the 2006 Regional Transportation Improvement Program – Madera County by Resolution 06-01 and direct staff to forward the document to Caltrans and the California Transportation Commission no later than January 30, 2006. A vote was called and the motion carried.

D. Measure “A” Update

MCTC staff held a kick off meeting for the Measure “A” Transportation Steering Committee on Thursday, January 5, 2006 and a subsequent meeting on Thursday, January 12, 2006. The Steering Committee will continue to meet as well as several Subcommittees to develop an Expenditure Plan to be placed on the November 2006 election ballot. The next meeting is scheduled for Thursday, January 26, 2006. Staff will provide a verbal report.

Passage of a new Measure A is vital. Extensive efforts are now under way by the Madera County Transportation Steering Committee to renew Measure A---a historic fifteen-year ½% sales tax measure providing unprecedented funding to improve transportation throughout the County. Madera County voters approved Measure A in 1990. The proceeds of the tax were used to finance highway and road capital improvement projects within Madera County and the cities of Chowchilla and Madera.

Measure A generated approximately \$65 million and expired on September 30, 2005. Despite local efforts to renew Measure A on the 2002 ballot, it was defeated with 51% of voters in favor of reauthorization. Two-thirds voter approval is now required compared to majority vote in 1990 when 62% of voters approved Measure A. A renewed 20-year measure is projected to generate approximately \$213 million for transportation projects in Madera County.

There continues to be genuine public concern about transportation facilities, the state of repair, and relationship to quality of life issues and potential impacts on continued economic development in Madera County. There undoubtedly will be a significant deterioration of our transportation network without renewal of Measure A and the wholehearted support of all elected officials and business community in our County.

Included in the Commissioner’s packet were copies of the Steering Committee Rooster; January 12, 2006 meeting agenda; January 5, 2006 meeting minutes; and proposed timeline.

Action: Information and Discussion Only.

E. State Route 99 Beautification Task Force

At the November 14, 2005 meeting of the State Route 99 Beautification Task Force, The Great Valley Center requested the Madera County Transportation Commission to coordinate an outreach within our community seeking a multifaceted participation in the design selection process for the Highway 99 Beautification Task Force. Working with the lead agency, CalTrans, the Great Valley Center will be creating a panel of individuals from a wide variety of backgrounds and expertise to implement and finalize the selection process from input gathered for the valley corridor on State Route 99.

The Great Valley Center has requested recommendations for participants to sit on this panel. Input regarding enhancement specification selection has also been requested from the Madera County Transportation Commission and its Policy Board.

Enhancement Designs under consideration include:

- Color Banding along bridges and on ramp/off ramp (County Wide)
- Lighting (County Wide)
- Fencing (County Wide)
- Thematic Logo (Entire Corridor)

To date, the Commission has been in contact with the City of Chowchilla Chamber of Commerce, the City of Madera Chamber of Commerce, the City of Madera Beautification Committee, and the City of Madera Redevelopment Agency.

Staff informed the Board that The Great Valley Center requested through email this morning that the Policy Board needs to choose a Thematic Logo at to days Board meeting.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Poythress that the Board recommend Thematic Logo "B". A vote was called and the motion carried.

F. Partnership Regional Blueprint Planning Program

At the October 12, 2005 meeting, MCTC Policy Board approved Resolution 05-12 in support of the San Joaquin Valley Regional Blueprint grant. The Grant was approved; however, it was approved for a lesser amount - \$1.875 for the first 6 months and tentatively \$1.875 for the second 12 months. The total amount for Madera the next two years is approximately \$377, 493.

Background:

The California Regional Blueprint Planning Program is a new planning grant opportunity. This program will provide grants to help California's regions plan for future growth and quality of life through the integration of transportation, housing, land use, economic development and environmental protection. This integration will result in a more efficient and effective transportation system and land use pattern, one aimed at achieving three elements that help to define quality of life:

1. a prosperous economy;
2. quality environment; and
3. social equity for all Californians.

Governor Schwarzenegger has made \$5 million available annually in both FY 2005-06 and FY 2006-07 for the voluntary preparation of Regional Blueprints. The program will be administered by the Department of Transportation's Division of Transportation Planning, in cooperation with the Department of Housing and Community Development.

The San Joaquin Valley Regional Blueprint Grant

While the Blueprint is intended to help California's regions plan for future growth and quality of life through the integration of transportation, housing, land use, economic development and environmental protection, it is not meant to supersede local jurisdictions' land use authority. Local agencies would determine how their jurisdiction would accommodate the regional vision. The San Joaquin Valley Regional Blueprint would be a visualized representation of the goals expressed in valley Regional Transportation Plans and General Plans. However the San Joaquin Valley Regional Blueprint effort would allow an articulation and graphic representation of a Valley Vision. MCTC staff has participated with the eight Valley MPOs and with the Great Valley Center to collaborate on the preparation of a San Joaquin Valley Regional Blueprint grant application. Merced County Association of Governments (MCAG) is taking the lead to coordinate the project and agreements. Key elements of the approved grant include:

- The San Joaquin Valley Regional Blueprint will be a Valleywide vision of how we want our region to develop over the next several decades. This collaborative effort will be implemented at the local level, using local land use authority.
- The San Joaquin Valley Regional Blueprint is anticipated to work hand-in-hand with the Governor's recently established California Partnership for the San Joaquin Valley, which is charged with providing recommendations to improve the economic conditions of the San Joaquin Valley. Both the Blueprint and the Partnership programs will have oversight by the Secretary of the Business Transportation and Housing Agency.
- The San Joaquin Valley Regional Blueprint Program will commence in January 2006 and continue through December 2007.

Staff recommends that the Commission coordinate its efforts with the Council of Fresno County Governments. Currently, MCTC and Fresno COG are working on several studies jointly that are of regional nature: Fresno/Madera Freeway Interchange Deficiency Study; Fresno/Madera Growth Response Study; San Joaquin River Transportation Study; and SR 41 Corridor Modeling Applications. It is recommended that we coordinate retaining a consultant develop the Regional Blueprint Planning Program for Madera and Fresno; however, Madera would work individually with the consultant and would be making independent decisions as well as protecting our own interest.

Included in your package is a DRAFT Memorandum of Understanding among the Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments; Madera County Transportation Commission, Merced County Association of Governments, Stanislaus Council of Governments, San Joaquin Council of Governments, and Tulare County Association of Governments for the purpose of cooperatively preparing the San Joaquin Valley Blueprint Planning Program. The MOU outlines the tasks to complete the project and a program budget.

Action: A motion was made by Commissioner Bigelow, seconded by Commissioner Poythress to authorize staff to prepare an amendment to the FY 2005-06 Overall Work Program to include the Partnership Regional Blueprint Planning Program and initiate coordination with the Council of Fresno County Governments to collaborate our efforts. A vote was called and the motion carried. Commissioner's Gilbert and Ginsburg both abstained from the vote.

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 October 12, 2005

Included in the Commissioner's packet was a copy of the October 12, 2005 Executive Minutes for review.

Action: Approve Executive Minutes of October 12, 2005.

B. FY 2005/06 Local Transportation Fund Resolution 05-08 Amendment No. 1

The City of Madera requested to carryover unexpended funds from Fiscal Year 2004/05 to Fiscal Year 2005/06 in the total amount of \$747,055. The amendment is as follows:

- FY 2005/06 increase Dial-A-Ride-Operations by \$146,400
- FY 2005/06 increase Dial-A-Ride-Capital by \$500
- FY 2005/06 increase Fixed Route Bus System-Operations by \$70,500
- FY 2005/06 decrease Fixed Route Bus System-Capital by \$38,900
- FY 2005/06 increase Bike & Pedestrian Facility Program by \$36,615

- FY 2005/06 adding the Vern McCullough Fresno River Trail to \$112,627
- FY 2005/06 adding FTA Section 5313 (B) Match to \$8,100
- FY 2005/06 adding FTA Section 5307 Match to \$13,000
- FY 2005/06 increase Street Maintenance by \$143,689
- FY 2005/06 adding Various Street Projects to \$153,524
- FY 2005/06 increasing Bike & Pedestrian Projects by \$79,393

Action: Approve FY 2005/06 Local Transportation Fund Resolution No. 05-8 Amendment No. 1.

Administrative Consent Calendar Action: The Commission unanimously approved the Administrative Consent Calendar (Item VI. A - B). A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

No Administrative Action/Discussion Items

VIII. Miscellaneous

A. Election of Officers

Action: Upon motion by Commissioner Gilbert, seconded by Commissioner Ginsburg to retain the current officers. Commissioner Skeels as Chairman and Commissioner Bigelow as Vice Chair. A vote was called and the motion carried.

B. Items from Caltrans

Alan McCuen gave a brief update on the Highway 99 Master Plan and Business Plan.

C. Items from Staff

No report from Staff.

D. Items from Commissioners

No Items from the Commissioners.

IX. Adjournment

Meeting adjourned at 4:00 p.m.

Next meeting set for Wednesday, February 22, 2006

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission