

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

**Date:** Wednesday, March 21, 2007  
**Time:** 3:00 P.M.  
**Place:** City of Madera Council Chambers

**Members Present:**

Chairman Frank Bigelow – Supervisor, Madera County  
Vice Chairman Sam Armentrout – Councilman, City of Madera  
Robert Poythress – Councilman, City of Madera  
Max Rodriguez – Supervisor, Madera County  
Alfred Ginsburg – Councilman, City of Chowchilla  
Alt. Ronn Dominici – Supervisor, Madera County

**Members Absent:**

Vern Moss – Supervisor, Madera County

**Policy Advisory Committee:**

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

**MCTC Staff Present:**

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

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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. *San Joaquin Valley Regional Blueprint – Workshop Polling Results and Vision Statement***

**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 comes 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

#### **Madera Blueprint 2050 DRAFT Vision Statement**

Madera County will be composed of unique cities, communities and a diverse population that is supported by a vibrant economy, a healthy and sustainable environment and public safety, accomplished through a land use and transportation system that supports smart growth and livable communities while preserving agricultural and natural resources.

The Vision and Values Workshop polling results are posted on the MCTC Website at <http://www.maderactc.org>.

**Action:** Information and Discussion Only.

#### ***B. San Joaquin Valley 511 Proposal – Letter of Support***

Staff reported that Fresno COG is seeking letters of support from all San Joaquin Valley Councils of Governments (COGs) for a special planning grant to fund a 511 traveler information system. This system will allow both local residents and travelers to access information on road conditions, weather and public transportation systems throughout the San Joaquin Valley.

Included in the Commissioner's packet was a copy of a memorandum detailing the potential costs of several 511 proposals that the San Joaquin Valley COGs are studying.

**Action:** Information and Discussion only.

**Transportation Consent Calendar Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Dominici 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***

Included in the Commissioner's packet was a copy of the FINAL Corridor Mobility Improvement Account Program adopted by the California Transportation Commission on February 28, 2007. Madera County's project nominated by Caltrans did not make the list of approved projects.

**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). A CTC Public Hearing will be held on Tuesday, February 20<sup>th</sup> to allow the CTC Commissioners to hear testimony concerning the CMIA program and recommendations. The CTC adopted 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 has 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 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 at its March 15, 2007 meeting. Staff provided a status report on the CTC’s actions.

*Action:* Information and Discussion only.

**B. State Transportation Improvement Program (STIP) Augmentation – 2007 Regional Transportation Improvement Program (RTIP) – Resolution 07-03**

The 2007 RTIP was prepared based upon the priorities outlined in the Measure T Investment Plan for the Regional Program Tier 1 list of projects. The Measure T Regional Program - Phase I (included in the packet) includes the list of candidate projects for programming in the STIP Augmentation. The 2007 RTIP (STIP Augmentation) maximizes the utilization of STIP, Measure T, SR 99 Bond, CMIA Bond, SLP Bond, and impact fees/local funds.

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.

The 2006 RTIP (STIP Augmentation) proposes to program the following new projects (STIP Funds Only):

1. SR 99 & SR 145 Interchange - \$2,100,000 Cost Increase
2. Ellis Overcrossing - \$8,576,000
3. SR 99 Reconstruct Ave 12 Interchange - \$6,000,000
4. 4<sup>th</sup> Street Widen to 4 lanes K to Lake Street - \$2,144,000
5. SR 99 Reconstruct 4<sup>th</sup> Street Interchange - \$2,144,000

6. Robertson Widen 15<sup>th</sup> to Palm – (\$455,000) Delete Project (Under Consideration)
7. 4<sup>th</sup> Street Widen to 4 lanes K to UPRR – (\$1,300,000) Delete Project
8. Lake Street Widen to 4 lanes Green to Ellis – (\$1,300,000) Delete Project

**Action:** Upon motion by Commissioner Ginsburg to include the Robertson project as a part of the RTIP submittal to CTC, seconded by Commissioner Bigelow. A vote was called and the motion failed.

Upon motion by Commissioner Poythress, seconded by Commissioner Dominici to approve the 2006 STIP Augmentation RTIP by Resolution 07-03 as presented to the Board. A vote was called and the motion carried. Commissioner Ginsburg opposed.

**C. *DRAFT 2007 Federal Transportation Improvement Program; DRAFT Regional Transportation Plan; DRAFT Public Participation Plan and DRAFT Conformity Analysis***

**NOTICE OF PUBLIC HEARING ON THE DRAFT 2007 REGIONAL TRANSPORTATION PLAN & EIR RE-CERTIFICATION; 2007 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 2; 2007 PUBLIC PARTICIPATION PLAN AND CORRESPONDING AIR QUALITY CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission will hold a public hearing on April 18, 2007 at 3:00 PM in the Madera City Council Chambers at 205 West 4<sup>th</sup> Street, Madera, CA 93637 regarding the Draft 2007 Regional Transportation Plan (RTP) & EIR Re-certification; Federal Transportation Improvement Program (FTIP) Amendment No. 2; and Corresponding Air Quality Conformity Analysis. The purpose of the hearing is to receive public comments.

- The Regional Transportation Plan is a comprehensive long-range planning document that covers a 25-year period. The RTP is required to be financially constrained and includes a Policy Element that reflects the goals and objectives of the region, an Action Element that includes the programs and projects that implement the RTP, and a Financial Element that balances the cost of the planned projects against the projected available revenues.
- The Federal Transportation Improvement Program is a listing of capital improvements, and operational expenditures utilizing federal and state monies anticipated to be used in Madera County during the next four years.
- The Air Quality Conformity Analysis contains the documentation to support a finding that the 2007 FTIP Amendment No. 2 and 2007 RTP meet the air quality conformity requirements for ozone, and particulate matter.
- The Public Participation Plan is a document that demonstrates and guides MCTC's commitment to public involvement in the transportation planning process. The plan outlines how the public is engaged with timely public notice; accurate and complete information; access to key decisions; and opportunities for early and continuous involvement in the transportation planning process.

A 45-day public review and comment period will commence on March 5, 2007 and conclude the day of the public hearing on these matters. The draft documents are available for review at the MCTC office, located at 1816 Howard Road, Ste 8, Madera, CA 93637 or on the MCTC Website at <http://www.maderactc.org>.

Public comments are welcomed at the hearing, or may be submitted in writing by 3:00 PM, April 18, 2007 to the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled meeting to be held on May 23, 2007. The documents will then be submitted to state and federal agencies for approval.

**Action:** Information and Discussion Only.

**D. DRAFT Coordinated Public Transit-Human Services Transportation Plan**

Coordination of transit services has been discussed and focused on for more than 20 years as means to provide more efficient and effective to citizens, particularly those in rural areas and who use flexible transit modes. Potential benefits from coordination include (from TCRP report 101):

- Lowered trip costs for travelers and human service agencies
- Extended service hours and services to new areas and people
- More trips made by persons needing transportation
- Services become more responsive to schedules, points of origin, etc
- Greater emphasis on safety and customer service
- More door to door service
- More flexible payment and service options

Two recent events occurred that have lifted coordination to a local, state, and federal priority. In 2004, President Bush issued an executive order on human service transportation “to enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation disadvantaged” through coordination of transportation services. The executive order contained five provisions:

1. Coordinated Transportation Planning
2. Vehicle Sharing
3. Cost Allocation
4. Reporting and Evaluation
5. Creation of Consolidated Access Transportation Program

In 2005, Congress passed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, or SAFETELU. This is the most recent reauthorization of the ISTEA and TEA21 surface transportation bills. Transit, and particularly transit coordination, received increased focus in this bill. Funds were allocated for Section 5310 (Human Service Transportation) and 5311 (Rural Public Transportation). In addition, Section 5316 formalized the Job Access Reverse Commute (JARC) and made funds accessible for non-metro areas. Section 5317 created the New Freedom program which is targeted towards the expansion of services in an effort to expand ADA accessible service.

A key component of this legislation required the creation of a “locally developed human service transportation coordination plan.” More specifically, funds distributed to 5310, 5316, and 5317 programs must be in agreement with these locally developed plans. To help develop a transportation coordination plan for Madera County, the Madera County Transportation Commission helped form a Coordination Committee that would represent the different demographic populations in the area. With input from the committee, a coordinated transportation plan was developed.

**Action:** Information and Discussion Only.

**E. California Transportation Plan – Caltrans Presentation**

Caltrans requested to present its update of the California Transportation Plan. For additional information on the 2025 California Transportation Plan the following website is available:  
<http://www.dot.ca.gov/hq/tpp/offices/osp/ctp.htm>

**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 February 21, 2007*

Included in the Commissioner's packet was a copy of the February 21, 2007 Executive Minutes for review.

**Action:** Approve Executive Minutes of February 21, 2007.

#### *Administrative Consent Calendar Action*

The Commission unanimously approved the Administrative Consent Calendar.

## VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

### A. *Commission Relocation - Update*

Staff provided a verbal update and handout.

**Action:** The Commissioners authorized staff to proceed with the DMP Citizens Bank Building proposal as presented to the Board.

### B. *DRAFT – FY 2007-08 Overall Work Program*

Included in the Commissioner's packet was a copy of the DRAFT 2007-08 MCTC Overall Work Program. This document is prepared annually pursuant to Caltrans guidelines and was required to be submitted to Caltrans, FHWA and FTA by March 1, 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:** Authorize circulation of Draft 2007-08 MCTC Overall Work Program for agency review.

#### *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 their 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:** Commissioners directed staff to extend the application deadline to May 30, 2007 and to advertise the Citizen's Oversight Committee positions through various public outreach efforts.

**B. DRAFT Measure "T" 2007 Strategic Plan and Measure "T" Implementing Guidelines – Issues to be Resolved**

Included in the Commissioner's packet was a copy of the DRAFT Measure "T" 2007 Strategic Plan, developed in consultation with the local agencies staffs. The Strategic Plan provides a 5-year review of how Measure "T" tax revenues will be spent (2007-April 1 through June 20, 2007 and 2007/08 through 2011/12). The plan does cover slightly more than 5 years since Measure "T" proceeds will be collected beginning in the 4<sup>th</sup> quarter of FY 2006/07. The plan is particularly important because it identifies how the funds will be allocated to each of the local agencies or jurisdictions and how or if the Authority intends to issue debt in order to meet the accelerated needs of the Regional Streets and Highways Program. The Strategic Plan is intended to present to the financial community and the Authority's stakeholders at large a clear sense of the agency's strategy in managing its revenues and expenditures responsibly and cost effectively. It provides the best available understanding of when revenue will be available and how that revenue will be spent. The resulting assignment of dollars to programs and projects is a commitment to sponsors that the funds will be available. The Strategic Plan itself does not constitute a final funding commitment. Commitments to individual projects and programs are secured through actual allocation actions by the Authority Board of Directors in the Measure "T" Annual Work Program.

The Strategic Plan makes provisions for the expenses associated with Board of Equalization sales tax collection fees as well as for project management oversight, administration, and overhead necessary to oversee the program. The Plan also accounts for the necessary reserves that take into account the fluctuations in sales tax revenue seen over the last several years of shifting economic trends. It may program funds for debt capacity within the Measure "T" regional Streets and Highway Program so that those projects can be delivered earlier and take advantage of leveraged funding that may be available over time. This Plan in essence, programs funds according to realistic project and program schedules and provides the overall structure for the management of the sales tax revenues. Finally, guidance is provided for the local agencies on requesting, utilizing, and reporting on sales tax allocated for Local Transportation Revenue Programs.

In short, the Strategic Plan, which will be updated every two years, provides the overall roadmap for the programming of Measure "T" funds consistent with voter's expectations.

Also, included the packet was a memorandum outlining Measure "T" Implementing Guidelines – Issues to be Resolved:

- Issue 1: Should the Authority deliver the Regional Streets and Highways Subprogram (Tier 1 Projects) or should the projects be delivered by the local agencies?
- Issue 2: Should the Authority prepare and adopt a Regional Traffic Impact Fee Program to ensure that at least 20% of Tier 1 project costs are available to deliver the Regional Streets and Highways Subprogram (Tier 1 Projects) or should each local agency develop and adopt their own traffic impact fee programs to address the requirement?
- Issue 3: Should the required 20% local contribution of traffic impact fees from new development be on a "project by project" basis for "all projects as a package within a local agency jurisdiction"?

**Action:** Circulate for review and direction may be provided

**IX. Miscellaneous**

**A. *Items From Caltrans***

Alan McCuen presented status reports on two projects in Madera County currently under construction:

1. SR99/Gateway – on schedule, completion date 12/08
2. SR99/Fairmead – on schedule, completion date 11/09

**B. *Items from Staff***

No Items from Staff.

**C. *Items from Commissioners***

No Items from Commissioners

**X. *Adjournment***

Meeting adjourned at 5:00 p.m.

Next meeting set for Wednesday, April 21, 2007

Respectfully Submitted,

Patricia S. Taylor, Executive Director  
Madera County Transportation Commission