

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

*Date:* Wednesday, May 19, 2010

*Time:* 3:00 p.m.

*Place:* MCTC Board Chambers

**Members Present:** Chairman Jim Kopshever– Councilman, City of Chowchilla  
Vice Chairman Robert Poythress – Councilman, City of Madera  
Max Rodriguez – Supervisor, Madera County  
Tom Wheeler – Supervisor, Madera County  
Frank Bigelow – Supervisor, Madera County  
Sam Armentrout – Councilman, City of Madera

**Members Absent:** None

**Policy Advisory Committee:** Above Members present and Caltrans Representatives:  
Paul Marquez

**MCTC Staff Present:** Patricia Taylor, Executive Director  
Derek Winning, Executive Deputy  
Richard Poythress, Planner I  
Dylan Stone, Planner I  
Sheila Kingsley, Administrative Assistant

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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.

Wally Nishimoto, City of Madera resident, express his concerns on the Ellis Street Over-Crossing Project. Mr. Nishimoto stated he was disappointed in the City and County of Madera that they continue to proceed with the Ellis Street Over-Crossing when the cost of the bridge could go to other needed projects in the City of Madera. Mr. Nishimoto stated that it makes more sense to build a frontage road system .

### **III. TRANSPORTATION CONSENT ITEMS**

#### **A. *Call for Projects - Safe Routes to School (SR2S) Program***

Caltrans released a Call for Projects for Cycle 9 Safe Routes to School Program. The deadline for applications is July 15, 2010. Cycle 9 Guidelines and Application Form are available at the following website: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

**Action:** Information and discussion only.

**B. 2010-11 - Annual Anticipated DBE Participation Level (AADPL)**

The MCTC is required to establish a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC is eligible to receive federal financial assistance from the DOT and as a condition of receiving this assistance, MCTC is required to sign an assurance that it will comply with 49 CFR Part 26.

The proposed policy of MCTC to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts is as follows:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

MCTC Staff developed an AADPL consistent with Caltrans and U.S. DOT guidance. The AADPL for FY 2010/11 for DOT assisted contracts is proposed to be set at 0.42%, which is based upon the percentage of DBE firms available to perform work in Madera County.

**Action:** Approve MCTC FY 2010/11 AADPL Overall Goal.

**C. Blueprint Executive Forum - June 15, 2010**

The San Joaquin Valley Blueprint Executive Forum will be held on June 25, 2010 in Fresno County at a location to be determined. Join with fellow elected officials and administrators from across the Valley to discuss the future implementation of the SJV Regional Blueprint, and its relationship to AB 32 and SB 375.

**Action:** Information and discussion only.

**D. 2009-10 Section 5311 Program of Projects**

The Section 5311 program is the Federal Transit Administration (FTA) Non-Urbanized Area Formula Grant Program. The FTA, on behalf of the U. S. Secretary of Transportation, annually allocates apportioned Section 5311 funds to the governor of each state. Caltrans is the delegated recipient in California. The Section 5311 program provides funding for public transportation projects serving areas that are outside of an urban boundary with a population of 50,000 or less. Funds may be used for capital, operating, planning or technical assistance projects. With these funds the mobility needs of rural transit users can be both supported and enhanced. Section 5311 Program grants are intended to provide access to employment, education and health care, shopping and recreation. In order to apply for Section 5311 funds, MCTC is required to submit a program of projects (POP). A POP is the form that is used to identify the regional apportionment and flexible funded projects that the Transportation Planning Agency approves for the sub-recipients within its jurisdiction. The sub-recipients in the county of Madera include the City of Chowchilla and the County of Madera. Included in the Commissioner's packet was a copy of the FFY 2010 POP for the Madera region.

**Action:** Information and discussion only.

**Transportation Consent Calendar Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Wheeler to approve the Transportation Consent Calendar (Item III A-D. ). A vote was called and the motion carried.

#### **IV. TRANSPORTATION ACTION/DISCUSSION ITEMS**

##### **A. Public Hearing: 2010-11 Unmet Transit Needs - Public Hearing**

This time was 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 May 26, 2010 to review the testimony from this hearing and will make their recommendation along with MCTC staff at the Commission’s next Board meeting on June 23, 2010. At that time the MCTC Policy Board must determine that public transportation needs within Madera County will be reasonably met in FY 2010/11 prior to approving claims of Local Transportation Funds for streets and roads purposes.

A Spanish speaking translator was available upon request.

Chairman Kopshever opened the floor for public comments at 3:10 p.m.

Comments are as follows:

##### **MADERA**

*Raymond Perry*  
*Resources for Independent Living*

Attended to listen and take notes.

*Clarence Banks*  
*Madera, DAR Rider*

DAR drivers should have some form of visible identification, like a name plate. Has ridden for 5 years and doesn't know the names of any drivers.

Any change to DAR subscription service should occur only after consultation with the rider. Unannounced scheduling changes to his subscription service was made.

*Jennifer Hernandez*  
*California Rural Legal Assistance Foundation*

MAX service needs to be expanded into weekday evening hours (dark or 8:00pm), expanded service on Saturday, and creation of service on Sunday. Many riders are at work during normal weekday operating hours. Many who rely on transit work on weekends as well as the week. The weekend is often the most practical time to run errands.

DAR service is inconsistent. Pick up times are changed without notice. Arrival/departure times are inconsistent.

More bus shelters are needed along with Spanish language signage and information. Some riders have no choice but to bear inclement weather due to lack of shelters. Many riders do not speak English and are unable to read transit service information at stops or on the buses.

Expanded Service is needed in the Fairmead area along with corresponding infrastructure. There is only morning and evening service. There is poor infrastructure in the area as well.

Future Unmet Transit Needs Public Hearings should be held in the evening, have simultaneous translation, increased outreach, and be held in various locations. Many who utilize public transit are unable to attend afternoon hearings because they are working or live too far away. Simultaneous translation is needed for non-English speakers to ensure adequate participation and understanding. Outreach through non-profit organizations and radio advertising.

A student and worker vanpool is needed. Fixed route public transit is not suitable for college students school schedules and those in rural areas. The existing vanpool service should be increased to greater meet the needs of farm workers.

*Margarita Contreras  
Madera*

Public Transit service needs to be expanded into weekday evening hours and creation of service on Sunday. Many riders are at work during normal weekday operating hours. Many who rely on transit work on weekends as well as the week. The weekend is often the most practical time to run errands.

*Martha Moreno  
Madera*

Public Transit service needs to be expanded to operate seven days a week from 7:00am to 7:00pm. Many riders are at work during normal operating hours. Many who rely on transit work on weekends as well as the week. The weekend is often the most practical time to run errands.

There is need for more bilingual drivers. Many riders do not speak English.

*Andrew Viscarra  
Madera, DAR rider*

DAR vehicles need to be fully functional at all times. Wheelchair bound riders need lifts to be working on buses.

DAR service is inconsistent and often late. Has been up to three hours late before.

DAR drivers need better training. Drivers are inconsistent with their policy on anchoring potential projectiles (wheelchairs, strollers, packages, etc.). Drivers need to understand that broken wheelchairs take time to be fixed sometimes.

Design of buses in uncomfortable. Has been hurt by seatbelts that were difficult to distinguish from their chair.

*Katherine Garcia*

*Madera, MAX and DAR rider*

The bus stop at National and Schnoor is not safe. There are no sidewalks here and the area can be flooded when wet.

There is need for additional DAR service on Wednesdays. There are usually more riders on Wednesdays and the buses become crowded and behind schedule.

DAR service is inconsistent. DAR arrives early, late, or not at all.

*Bill Hyatt  
Central Valley Regional Center*

First Transit needs to work together with Hartland to maximize service for the clients at Heartland.

### ***CHOWCHILLA***

No comments were received from Chowchilla area residents.

### ***EASTERN MADERA COUNTY***

*Shauna Potocky  
Oakhurst*

Public Transit service is needed in the mountain area.

Public transit is needed to Yosemite National Park. Students, workers, social clubs, and those who cannot transport themselves need a way to access the park.

Bicycle and pedestrian facilities are needed along SR 41 near the old Midway Market. This area is unsafe to pedestrians and bicycle riders, last year a person was killed here.

*Tom Swire  
Coarsegold, Yosemite Lakes Park*

Public Transit service is needed to Oakhurst and Children's Hospital. YLP residents need transit service to Oakhurst and Children's Hospital for medical reasons and as a ride to jobs.

The YLP Clubhouse should be a MCC stop. YLP residents are aging and will rely more on public transit for medical, business, and shopping trips. The current MCC stop at SR 41 and Yosemite Springs Parkway lacks adequate parking, a intersection crosswalk, and is too far from those in the area it serves.

*Ken Bailie  
Coarsegold, Yosemite Lakes Park*

The YLP Clubhouse should be a MCC stop. YLP residents are aging and will rely more on public transit for medical, business, and shopping trips. The current MCC stop at SR 41 and Yosemite Springs Parkway lacks adequate parking, an intersection crosswalk, and is too far from those in the area it serves.

*Susan Wardlow  
Coarsegold, Yosemite Lakes Park*

Park and ride need to be at safer location. The park and ride nearest to YLP is located near a high school and may not be safe.

Transit service information needs to be more accessible and legible. Doesn't know where to obtain a bus schedule and has difficulty with the size of the schedule.

There needs to be transit service to Community Colleges in Oakhurst, Madera, and Clovis.

DAR needs to serve the entire county. Had a 30 mile commute and has put over 66,000 miles on her vehicle. Relying on existing services is too limiting.

There needs to be bus shelters. Exposure to inclement weather is a deterring factor for usage of transit services.

**WRITTEN COMMENTS**

*M. S. Marx  
Madera*

Drivers need to be trained to stop buses a comfortable distance from curbs for passengers boarding and disembarking. It is difficult and in some situations dangerous to not be able to enter or exit a bus from the curb or sidewalk. The bus often stops too far from the curb making for a large last or first step.

Drivers need to be trained on wheelchair lift operation. Drops should be level.

DAR phone operators need to be more polite to customers.

On bus commercial radios should not be permitted. They are too loud and a distraction to the duties of the driver. What is acceptable on the radio to one rider might be offensive or unwanted by another.

Drivers need to pay more attention to on board passenger behavior in regards to the safety of all. There often many items brought on to buses by riders that are not properly secured or anchored. There are also many small children who are allowed to ride in a dangerous manner.

Drivers and dispatchers need better knowledge of Madera region geography. Dispatchers have poor orientation in giving their directions causing drivers to get lost. Time is wasted consulting maps.

Drivers need to stop at 108 South P Street every time. Drivers should stop at every stop because some people arrive right no time.

There needs to be a bus shelter at 108 South P Street. Many riders wait in the shade along the building here or enter the lobby of the A-Building (a non-public building, secure residence for seniors) and look for water, restroom, or telephone. buses have driven by passengers who were waiting in areas not near the stop.

The 108 South P Street should be put on Route 2 and made into a timed stop.

*Annette Welch  
Madera, Max rider*

The MAX system is inconsistent and inefficient. Buses are rarely on time and at times leave early when a rider has gotten to the stop at the correct time. It is inefficient to use the transit system for appointments or jobs, too much time is wasted by having to leave early and wait after wards.

There needs to be more buses operating.

Stops need to be spaced closer together. The distance needed to walk to a stop is too far in some areas.

More bus shelters are needed. Exposure to inclement weather is a deterring factor to usage of transit services.

Drivers should not be allowed to use their cell phones while working. One driver stopped the bus to talk on his cell phone for ten minutes. Another stopped the got off of the bus for 15 minutes to talk on her cell phone.

Drivers should not be rude to riders.

*DAR rider, Senior*

DAR phone operators need to be more polite to customers.

Being no further public comments from the public, Chairman Kopshever closed the floor at 4:00 p.m.

**Action:** Receive Public Testimony – Direction May Be Provided.

**B. Public Hearing : Draft 2011 Regional Transportation Plan (RTP); 2011 Federal Transportation Improvement Program; 2011 RTP Subsequent Environmental Impact Report and Corresponding Conformity Analysis.**

**NOTICE OF PUBLIC HEARING ON THE  
DRAFT 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,  
THE DRAFT 2011 REGIONAL TRANSPORTATION PLAN,  
THE DRAFT ENVIRONMENTAL IMPACT REPORT AND  
CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on May 19, 2010 at 3 p.m. at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft 2011 Federal Transportation Improvement Program (2011 FTIP), the Draft 2011 Regional Transportation Plan (2011 RTP), the Draft Environmental Impact Report (EIR) and corresponding Draft Air Quality Conformity Analysis for the 2011 FTIP and 2011 RTP. The purpose of this combined public hearing is to receive public comments on these documents.

- The 2011 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The 2011 RTP is a long-term strategy to meet Madera County transportation needs out to the year 2035.
- The Program EIR provides an analysis of potential environmental impacts related to the implementation of the RTP as required by the California Environmental Quality Act.
- The Conformity Analysis contains the documentation to support a finding that the 2011 FTIP and 2011 RTP meet the air quality conformity requirements for ozone and particulate matter.

A concurrent 45-day public review and comment period will commence on April 30, 2010 and conclude on June 14, 2010. The draft documents are available for review at the MCTC offices, 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 5 p.m. on June 14, 2010 to Richard Poythress at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on July 21, 2010. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Richard Poythress, Transportation Planner  
2001 Howard Road, Suite 201

Madera, CA 93637  
559-675-0721  
richard@maderactc.org

Chairman Kopshever opened the floor for public comments at 4:07 p.m.

Being no public comments, Chairman Kopshever closed the floor at 4:08 p.m.

*Action:* Information and discussion only.

**C. *SR 152 Corridor Study***

At the request of the California Transportation Commission (CTC), the Santa Clara Valley Transportation Authority (VTA), in coordination with Caltrans, are studying an east-west Trade and Mobility Corridor on State Route 152 between US 101 and SR 99.

This report summarizes the results of the preliminary Traffic and Revenue (T&R) study conducted for the Route 152 Trade Corridor Project. The T&R Study evaluates highway improvements and financing strategies that could benefit the movement of goods in the corridor, reduce congestion, enhance travel safety, reduce travel times, and upgrade the route to access control standards.

Planning level toll transaction and revenue estimates were prepared for a number of improvement alternatives along the SR 152 Corridor. This report documents the analysis, including the historical and existing travel conditions in the corridor; provides a 20-year planning level toll traffic and revenue forecast for 10 toll alternatives; and provides an assessment of the overall financial feasibility of each toll alternative.

SR 152 is a focus route of interregional and statewide significance, and the only major east-west route between I-580 (60 miles to the north) and SR 46 (120 miles to the south) for commuter, commercial and recreational traffic. The corridor is a vital artery for goods movement serving the San Francisco Bay Area and the State's agricultural heartland of the San Joaquin Valley and Monterey County. In 2008, the value of agricultural production in Fresno, Madera, Merced and Monterey Counties was \$13.8 billion dollars with over 90 percent of goods transported by trucks.

*Action:* Information and discussion only.

**D. *Valley Voice - Washington DC Trip***

Commissioner Poythress and Patricia Taylor attended the Valley Voice Washington DC Trip (May 4<sup>th</sup> through May 7<sup>th</sup>). Commissioner Poythress and Ms. Taylor provided a verbal report.

*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 April 21, 2010***

Included in the Commissioner's packet was a copy of the April 21, 2010 Executive Minutes.

*Action:* Approve Executive Minutes of April 21, 2010.

**B. *2009/10 Regional Surface Transportation Program (RSTP) Exchange - Resolution 10-05***

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 2009/10. These apportionments are made in accordance with Sections 182.6(b) and 182.7(b) of the California Streets and Highways Code. The FFY 09/10 apportionment for Madera County is \$1,042,190 (a decrease of \$65,376 from FFY 08/09).

The FY 2009/10 RSTP allocation for each agency is as follows:

- City of Chowchilla - \$89,508
- City of Madera - \$447,757
- County of Madera - \$504,925

Also included in the packet was a copy of Resolution 10-05 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 10-05 authorizing the Executive Director to sign Agreement No. X10-6138(030) for the Federal Apportionment Exchange Program and State Match Program.

**C. Final Transportation Development Act (LTF & STA) - Fund Estimates and Apportionment, LTF Resolution 10-06 and STA Resolution 10-07**

MCTC releases preliminary TDA apportionment estimates in February of each year to provide timely budget information for the City of Madera, City of Chowchilla, and County of Madera. The State has released the population and housing estimates for California cities and counties. Included in the Commissioner's packet was the final TDA apportionment that reflects the population changes.

**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 2010/11 is \$2,533,650 (decrease of \$856,350 from 2009/10). The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. 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 2010/11, there is \$0 budgeted according to the most current information from the Department of Finance. STA allocation estimate for Madera County is \$0 (same as FY 2009/10).

**Action:** Approve Final Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 10-06 and STA Resolution 10-07.

**Administrative Consent Calendar Action**

**Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Bigelow to approve the Administrative Consent Calendar. A vote was called and the motion carried.

**VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**A. 2010-11 Overall Work Program & Line Item Budget - Resolution 10-08**

Included in the Commissioner's packet was the 2010/11 MCTC Overall Work Program and Line Item Budget – Final. This document is prepared annually pursuant to Caltrans. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. The draft document was circulated for local agency and Caltrans review beginning in

February. Comments received are reflected in the final document.

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to approve the FY 2010/11 MCTC Overall Work Program and Line Item Budget – Resolution 10-08. A vote was called and the motion carried.

**B. Procurement Policies and Procedures Manual**

Included in the Commisisoner's Packet was the MCTC's Procurement Policies and Procedures Manual. A recent audit from Caltrans recommended that we update and formalize MCTC's policies and procedures in relation to procurement to ensure compliance with federal regulations.

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to approve MCTC's Procurement Policies and Procedures Manual. A vote was called and the motion carried.

**C. Request for Proposals - Audit Services**

Staff presented to the Board as handout, a copy of the Request for Proposals (RFP) for Audit Services for the Madera County Transportation Commission and the Madera County Transportation Authority. The RFP seeks to retain a new auditor for a three year period commencing with the FY 09/10 audits. Staff hopes to bring forth a recommendation for approval at the July Board meeting.

**Action:** Upon motion by Commissioner Armentrout, seconded by Commissioner Rodriquez to authorize the release of the Audit Services RFP. A vote was called and the motion carried.

**MCTC Sitting as the Madera County 2006 Transportation Authority**

**VIII. AUTHORITY - ADMINISTRATIVE CONSENT ITEMS**

**A. 2010-11 Measure "T" Final Allocation**

The 2010/11 Measure "T" Final Allocation was included in the Commissioner's packet. The allocation provides a not to exceed budget allocation for each Measure "T" program for each agency. The annual revenue projection is furnished by the County Auditor's Office and is allocated based on population estimates from the Department of Finance.

Staff requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2010/11 for each category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program which will be presented as a draft document at the June Board meeting.

**Action:** Approve final 2010/11 Measure "T" allocation.

**B. Measure "T" Compliance Report: Madera County Transportation Authority**

MCTA received the Measure "T" Compliance Audit Report for the Fiscal Year ended June 30, 2009 for the Madera County Transportation Authority. This report was done in accordance with Section 99245 of the Public Utilities Code by Dedekian, George, Small & Markarian Accountancy Corporation.

Staff was pleased to report that there are no adverse findings.

**Action:** Accept the Madera County Transportation Authority June 30, 2009 Measure "T" Compliance Report.

**C. Request for Proposals - Audit Services**

This item is associated with Item VII-C. Please refer to that item.

**Action:** Authorize the release of the Audit Services RFP.

***Authority Administrative Consent Calendar Action***

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

**VIII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**A. MCTA Measure "T" Series 2010 Bond Documents - Resolution 10-03**

Previously the MCTA Policy Board directed staff to pursue a public bond offering in order to maintain the project delivery schedules of the Measure T Regional Tier I Program. There are several factors that have determined the size of the debt financing including aggressive project delivery schedules; loss of STIP funding; and decreasing sales tax revenues.

The following MCTA Series 2010 Bond Documents are before you for approval as to draft form and Resolution 10-03 delegates the authority to the Executive Director to finalize the bond issuance:

1. Resolution 10-03 – Approves Bond Documents as to draft form and delegates authority
2. Preliminary Statement – MCTA disclosure document for investors
3. Notice of Sale - Notice and instructions to investors
4. Second Supplemental Indenture – Trustee agreement
5. Continuing Disclosure – MCTA audit reporting requirements

The latest MCTA Cash Flow Analysis and Comparison Analysis and Measure T Regional Tier I Phase I Project Expenditure spreadsheets will be made available as a handout.

**BOND TERMS**

1. \$20.3 million
2. Est. 4.00% - 4.50% (AA- Rating)
3. 17 year term

MCTC Staff, KNN Financial Services, Inc, and Orrick Public Finance recommend that the MCTA Policy Board approve the Bond Agreement and MCTA Resolution No. 10-03 to execute the sale of \$20.3 million in bonds for the delivery and construction of the following Measure T Regional Tier I Phase I Projects:

1. Ellis Street Overcrossing (Phase I & II)
2. Ave 12 /SR 99 Interchange Reconstruction
3. Fourth Street Interchange and Widening (Phase I & II)
4. SR 41 Passing Lanes (PE Only)

Mark Lee from KNN was available for questions from the Board.

**Discussion:**

Chairman Kopshever and Commissioner Bigelow indicated that the negative growth projection -4% in the MCTA Measure "T" cash flow analysis used to determine the size the 2010 Series Bond was not conservative enough and that the Madera County economy had structurally changed and that a recovery may be several years away. Commissioner Poythress indicated that recent economic trends were consistent with the cash flow model's projection and that the general economic outlook for the county in the long term favored growth.

**Action:** Upon motion by Commissioner Bigelow, seconded by Commissioner Poythress to approve MCTA Resolution 10-03 thereby approving the draft 2010 Series Bond documents and delegating authority to execute the issuance of bonds with the additional direction to work with Chairman Kopshever and to revise the Measure "T" revenue projection for FY 2011 to a more conservative figure and size the bond issuance accordingly. A vote was called and the motion carried.

**IX. Miscellaneous**

**A. *Items From Caltrans***

Caltrans updated the Board on local projects in Madera City/County.

**B. *Items from Staff***

No Items from the Staff.

**C. *Items from Commissioners***

No Items from the Commissioners.

**X. *Adjournment***

Meeting adjourned at 5:15 p.m.

Next MCTC meeting set for Wednesday, June 23, 2010

Respectfully Submitted,

Patricia S. Taylor, Executive Director  
Madera County Transportation Commission