

TECHNICAL PLANNING COMMITTEE

February 4, 2010

MINUTES

The regular meeting of the **TECHNICAL PLANNING COMMITTEE** held Thursday, February 4, 2010 at the Merced County Association of Governments conference room located at 369 W. 18th Street, Merced, California, was called to order by Chairman Mark Hamilton at 10:00 a.m.

MEMBERS PRESENT

Mark Fachin, City of Los Banos
Ernie Garza, City of Gustine
John Gedney, Caltrans District 10
Mark Hamilton, City of Merced
Rod Ghearing, Merced County Transit
Michael Rhodes, Merced County Administration
Richard Schwarz, Merced County Public Works

MEMBERS ABSENT

Justin Hendrix, City of Atwater
City of Dos Palos
City of Livingston
San Joaquin Valley Air Pollution Control District

OTHERS PRESENT

Rich Green, MCAG
Karin Groth, UC Merced
Marjie Kirm, MCAG
Terri Lewis, MCAG
Brian Raboy, UC Merced

1. Introductions

2. Oral Communication

Marjie Kirm stated that MCAG has received the Local Transportation Fund (LTF) estimate of \$4.8M for FY 10/11 from the Merced County Controller Auditor (Lisa Cardella). The current (FY 09/10) LTF estimate is \$5.5M. Local agencies were cautioned not to anticipate or budget any LTF apportionment in FY 10/11. Merced County Transit will have a budget deficit in FY 10/11 based on current service provided, associated costs, and the \$4.8M LTF apportionment estimate. LTF is used to match Federal Transit Administration (FTA) grant funding. If MCT doesn't have sufficient local funds such as LTF to match federal transit monies then MCT has the potential to not be able to capture 100% of their apportioned FTA funds.

3. Minutes of the January 7, 2010 Technical Planning Committee Meeting

Rod Ghearing made a motion to approve the minutes of the January 7, 2010 Technical Planning Committee meeting.

Seconded by Richard Schwarz.

MOTION CARRIED UNANIMOUSLY.

4. Information/Discussion Only

- a. California Transportation Plan 2035 – flyer
- b. A New Plan for a New Transportation Era - flyer

Marjie Kirn added that the New Plan for a New Transportation Era (California Interregional Blueprint) will be highlighted in public workshops. The California Interregional Blueprint will be the foundation of the next California Transportation Plan and will be responsive to SB 375 and AB 32 goals. There is a March 22, 2010 (1-4 pm) meeting in Fresno at the City Council Chambers, 2600 Fresno Street. All workshops will be webcast (<http://livemsmmedia.dot.ca.gov/channel12>). TPC members and local agencies are encouraged to participate.

John Gedney added that the California Interregional Blueprint component of the next California Transportation Plan is the state's effort to identify any interregional blueprint gaps between regions.

5. FY 2010/2011 Work Program and Budget

Marjie Kirn briefed TPC members on the process of the MCAG Annual Overall Work Program (OWP) and Budget. The OWP document includes standard (required) transportation work elements as well as other work elements suggested by local agencies and ultimately by the direction of the MCAG Governing Board. The OWP work elements and budget summary was distributed for review.

MCAG FY 10/11 Highlights:

- Budget assumes a staff reduction from 19 (a retirement) to 18 regular employees;
- No cost of living adjustment (COLA);
- Local Transportation Funds (LTF) required to match and to fund federally non-eligible costs are proposed to remain the same as last year (\$133,360);
- Local contributions to remain at the same as last year (\$82,200); and
- The One Voice Legislative Program is funded through local contribution on a per capita basis at the same level as last year (\$113,000). No State or Federal funds may be used for lobby type service or associated staff time or travel costs.

Rod Ghearing made a motion to recommend the MCAG Governing Board transmit MCAG's FY 10/11 Work Program and Budget to the member jurisdictions.

Seconded by Ernie Garza.

MOTION CARRIED UNANIMOUSLY.

6. Draft Formal Amendment No. 16 to the 2009 Federal Transportation Improvement Program (FTIP) – Adds Stimulus 2 Revenue Source Only

Terri Lewis reported that Caltrans (with the OK of Federal Highway Administration – FHWA) has requested that MCAG modify the 2009 FTIP to add the federal revenue source anticipated from the future approval of the Jobs for Main Street Act of 2010 (Stimulus 2). The current approved House of Representatives version (HR 2847) of the bill requires that 50% of the Stimulus 2 funds is awarded on an executed contract within 90 days of the President signing the bill. FHWA has directed Caltrans to have MPO's add the Stimulus 2 revenue source as funds are considered "reasonably available" for confirmation of fiscal constraint so MCAG will be one step closer to having the Stimulus 2 revenue source being in an approved FTIP if / and when the Jobs for Main Street Act of 2010 Bill is signed into law.

Marjie Kirn discussed the breakdown of Stimulus 2 revenue apportionment estimates by category (\$5.054M Local RSTP, \$4.550M State Transportation Improvement Program (STIP) / Regional Improvement Program (RIP) process, and State STIP / Transportation Enhancement (TE) \$463K) and possible programming options that will allow MCAG to meet revenue usage deadlines. Caltrans has been very clear that the Stimulus 2 apportionment estimates are truly estimates and will most likely change by the time the bill is signed into law.

The \$5.05M of Regional Surface Transportation Program (RSTP) is apportioned to MCAG for Merced County and can be programmed to projects through MCAG's FTIP. The STIP / RIP Stimulus 2 portion will go through the STIP process based on current state legislative statute and requires CTC approval prior to the projects being added to the FTIP. It is possible that the California legislature could take action so these funds don't have to go through the STIP process. Currently, the STIP/RIP/TE funds are also required to go through the STIP process based on current CA legislative statute. It is unknown if the CA Legislature will take on a legislative statute change for Stimulus 2 funds (like was done with ARRA funds in March 2009) due to the short 90-day deadline.

Experienced partners in the transportation project community believe that unless the Stimulus 2 funds are programmed to an existing (already programmed project in the FTIP) project that is ready to be constructed, none of the Stimulus 2 funds will meet the 90-day to executed contract deadline. Also, based on project information from the Economic Recovery (ARRA) process (initiated in March 2009 and many funds not obligated until January 2010), MCAG staff believes that it is very unlikely that there are any local road projects eligible for RSTP funds that could be awarded with an executed contract within 90 days.

If Merced County jurisdictions don't have any local RSTP eligible projects that could be delivered with an executed contract within 90 days, are there any regionally significant projects that are ready for construction that could use this Stimulus 2 revenue? On the larger regionally significant project scope, Merced County has only one federal aid project (the Bradley Overhead Bridge Reconstruction) that can potentially meet a June 1, 2010 construction contract award deadline assuming that the Stimulus 2 law is signed by the President on March 1, 2010. Bradley is a combined 60% STIP / SHOPP / 40% STIP / RIP funded project. The SHOPP construction portion is programmed at \$26,119,000.

The STIP/RIP portion is programmed at \$17,894,000 in FY 08/09. The construction bid for the Bradley Overhead Project is to be released by Caltrans this month. The Caltrans bid construction contract award date has been listed as June 1, 2010 for some time. It might be possible to program 100% (\$10,057,000) of the Stimulus 2 funds (RSTP, STIP/RIP, and STIP/RIP/TE funds combined) as an opportunity for Merced County to use the apportioned funds with 90-day deadline.

MCAG has been in contact with Caltrans District 10 Management staff and CTC staff Mitch Weiss to discuss the possibility of Caltrans allowing a swap of Stimulus 2 funds for STIP/RIP funds (allocated by the CTC for Bradley Overhead on October 15, 2009) as long as the equivalent of future STIP/RIP county shares are not lost. It has been confirmed by Mitch that it is possible to swap STIP/RIP funds with Stimulus 2 funds, yet this is an additional “changing the color of money” action that must go before the CTC for vote.

Richard Schwarz made a motion to recommend the MCAG Governing Board adopt Formal Amendment No. 16 to the 2009 FTIP adding Stimulus 2 Revenue Source by Resolution No. 2010/02-18-01.

MOTION CARRIED UNANIMOUSLY.

7. Blueprint Status Report

Rich Green reported on the current status of the San Joaquin Valley Region’s Blueprint process. A consultant, Mintier Harnish, has been hired to create a Blueprint Toolkit document as an Implementation Plan resource for local agencies. Additional information is to be available in the future as the process continues in its 4-year.

8. Merced County Abandoned Vehicle Abatement Program Status

Marjie Kirn reported that the December 18, 2008 Abandoned Vehicle Abatement (AVA) Program documents that had been sent to the State Controller’s Office were never forwarded to the DMV for the establishment of the AVA fee collection in Merced County. MCAG sent the AVA documents direct to DMV. DMV has confirmed that they have what they need to start collecting the AVA fee in Merced County within the next 30 days. Staff will continue to keep the jurisdictions updated as information becomes available.

THERE BEING NO FURTHER BUSINESS OF THE TECHNICAL PLANNING COMMITTEE, THE MEETING WAS ADJOURNED BY CHAIRMAN MARK HAMILTON AT 10:45 A.M.