

# **TECHNICAL PLANNING COMMITTEE**

**May 7, 2009**

## **MINUTES**

The regular meeting of the **TECHNICAL PLANNING COMMITTEE** held Thursday, May 7, 2009, at the Merced County Association of Governments conference room located at 369 W. 18th Street, Merced, California, was called to order by Chairman Richard Schwarz at 10:00 A.M.

### **MEMBERS PRESENT**

Mark Fachin, City of Los Banos  
Ernie Garza, City of Gustine  
John Gedney, Caltrans District 10  
Dave Gonzalves, City of Merced  
Len Guillette, City of Atwater  
Justin Hendrix, City of Atwater  
Larnold Jones, Merced County Transit  
Richard Schwarz, Merced County Public Works

### **MEMBERS ABSENT**

City of Dos Palos  
City of Livingston  
San Joaquin Valley Air Pollution Control District

### **OTHERS PRESENT**

Matt Fell, MCAG  
Rich Green, MCAG  
Marjie Kim, MCAG  
Terri Lewis, MCAG

#### **1. Introductions**

So noted.

#### **2. Oral Communication**

Ernie Garza asked for correction of the April 2, 2009 TPC meeting minutes to reflect that he was present and not absent.

Larnold Jones noted his error during the April 2, 2009 TPC meeting when he stated incorrectly that the Merced County Transit bus wash project is not funded with ARRA-5311 funds. This project is funded with 5311 funds.

**3. Minutes of the April 2, 2009 Technical Planning Committee Meeting**

Larnold Jones made a motion to approve the minutes of the April 2, 2009 Technical Planning Committee meeting minutes as amended.

Seconded by Justin Hendrix.

**MOTION CARRIED UNANIMOUSLY.**

**4. Transit Joint Powers Agreement - Review**

Marjie Kirn discussed the creation of Merced County Transit (MCT) as a consolidated transit service (1996) that was being provided by each of the local agencies. The administration of MCT service in the original Transit Joint Powers Agreement has been under Merced County Public Works. As the MCT system has evolved there have been possible jurisdictional conflict issues raised. It is staff's current belief that a different TJPA structure might benefit the management of the system. Also, at this time, almost 100% of the Local Transportation Funds (LTF) get allocated to transit. Staff believes that this is a good time to update the Transit Joint Powers Agreement and address a MCT new management structure.

Richard Schwarz stated that Merced County Public Works has no issues with possible TJPA changes. The question of whether the MCT employees stay under Merced County Public Works will have to be addressed in the TJPA.

Larnold Jones added that a similar change took place two years ago with the Solid Waste JPA.

Dave Gonzalves made a motion to recommend the Transit Joint Powers Authority direct staff to prepare a draft update of the Transit Joint Powers Agreement and return for review in 90 days.

Seconded by Justin Hendrix.

**MOTION CARRIED UNANIMOUSLY**

**5. San Joaquin Valley Blueprint – Next Steps**

Rich Green explained that the San Joaquin Valley Regional Policy Council adopted Scenario B+ and the Smart Growth Principles included in the agenda packet. Rich commented that the difference between the original Scenario B and B+ is the inclusion of the High Speed Rail and other minor transportation enhancements.

Dave Gonzalves inquired if the 8.6 dwelling unit per acre figure is an average of all the cities and Merced County.

Rich Green answered yes.

Rich Green added that the 8.6 figure is doable as long as Merced County, all jurisdictions, stick with the higher density figures as proposed in their updated general plans and don't convert that future development to a lower density.

Rich Green reminded members of the San Joaquin Valley Planners meeting on May 13, 2009 in Fresno from 10:30 to 2:00. Video attendance is an option in MCAG's conference room.

Dave Gonzalves moved to recommend the MCAG Governing Board approve the Smart Growth Principles and Scenario B+ adopted by the San Joaquin Valley Regional Policy Council.

Seconded by Justin Hendrix.

**MOTION CARRIED UNANIMOUSLY.**

## **6. 2008/2009 Regional Surface Transportation Program (RSTP) Exchange Funds**

Marjie Kirn discussed the federal RSTP funds that come to Merced County jurisdictions every year. Because Merced County's population was below 200,000 in 1990, California's constitution allows MCAG to exchange these federal funds for state only dollars (1:1) annually. This state exchange removes the federal funding requirements and makes it easier for local jurisdictions to spend this revenue.

Exchanged RSTP funds can be distributed based on population, a competitive call for projects, or some other methodology. Spending these funds are at the discretion of the MCAG Governing Board.

Dave Gonzalves stated that Merced County jurisdictions need to equally share in fee collection responsibilities and if they don't enact the Regional Transportation Impact Fee ordinance then they shouldn't have an opportunity to share in other available revenue sources.

Dave Gonzalves made a motion to recommend the MCAG Governing Board:

- a. Direct staff to rework the RSTP distribution figures and not include any jurisdiction(s) that does not have an adopted Regional Transportation Improvement Fee (RTIF) ordinance to collect fees;
- b. Direct staff to enter into an agreement with Caltrans regarding the exchange of Regional Surface Transportation Program Funds;
- c. Approve the Draft Regional Surface Transportation Program Apportionment Schedule for Fiscal Year 2008/09 with the modification of recalculated funds for any jurisdiction that does not have an adopted RTIF ordinance;
- d. Adopt Resolution 2009/05-21-01 authorizing the disbursement of the modified FY08/09 RSTP funds upon receipt of claim forms from jurisdictions.

Seconded by Justin Hendrix.

**MOTION CARRIED UNANIMOUSLY.**

## **7. Interstate Designation for SR99**

Marjie Kirm explained that there would be extensive costs in designating SR 99 to interstate status. Caltrans completed a rather vague economic analysis that shows an interstate change would be of no economic benefit to Merced County, yet it would come with an estimated price tag of \$150 million for Merced County alone. No additional transportation funding sources would be available with the interstate change. Caltrans will be releasing an economic study within the next few weeks.

Mark Fachin made a motion to recommend the MCAG Governing Board reaffirm their opposition to designating Highway 99 as a Federal Interstate Highway.

Seconded by Dave Gonzalves.

Ayes – Mark Fachin, Dave Gonzalves, Justine Hendrix, Larnold Jones, Richard Schwarz, Ernie Garza.

Noes - John Gedney.

**MOTION CARRIED.**

## **8. Obligation Goals for America Recovery and Reinvestment Act (ARRA) Funds**

Marjie Kirm discussed the status of local jurisdictions obligating ARRA funds within the required deadlines. Last Friday, Will Kempton informed MPO's that the state has already obligated 50% of California's ARRA funding. With the first percentage deadline having been met, it takes a little pressure off of local jurisdictions. Marjie wants to make sure that everyone understands how critical it is to stay on schedule with obligating ARRA funds, even though the state has met the first percentage requirement. Marjie emphasized member jurisdictions need to forge ahead with MCAG's 50% obligation goal and stay on schedule.

Marjie inquired if there is a need to brainstorm alternatives for meeting the ARRA obligation deadlines.

Marjie's understanding of ARRA obligation status by jurisdiction:

Atwater – On schedule for obligation; 1511 certification submitted to Caltrans.

Dos Palos-Will not obligate ARRA funds within 120 days.

Gustine- TE application has been approved. On schedule for ARRA/TE obligation

Livingston- Assuming they will obligate within 120 days.

Los Banos-Experienced delay with going out to bid, won't obligate within 120 days.

Merced – Experienced delay with cultural analysis issue. Submitting authorization package tomorrow, May 8, 2009. Believe they can still obligate a portion of their funds within 120 days.

Merced County- On schedule to obligate a share of their allocation within 120 days.

Dave Gonzalves stated that he would confirm the ARRA authorization package will be submitted by tomorrow and if this is not going to happen he will let Marjie know this afternoon.

Dave Gonzalves made a motion to vacate the Plan B Alternatives discussion.  
Seconded by Mark Fachin.

**MOTION CARRIED UNANIMOUSLY.**

**9. ARRA 1511 Certification**

Marjie Kirn stated for local jurisdictions to receive an authorization approval, MCAG must certify the ARRA projects to Caltrans. Caltrans has provided a 1511 certification template that local jurisdictions must complete with project information. Merced County local projects are considered "I = Individual" for the spreadsheet. This spreadsheet is submitted to MCAG and a separate certification letter is attached. Both documents are then sent to a Caltrans web address. It is unclear how long a turn around time Caltrans will need for their portion. Will Kempton stated that this is a new process, yet Caltrans intends to expedite the certification requirements and it could occur within weeks.

Marjie added that MCAG has already submitted the 1511 certification for the City of Atwater ARRA projects.

**10. Information/Discussion Only**

- a. New federal Transportation Act Request for High Priority Project Proposals
- b. Bike Grant Funding and History
- c. San Joaquin Valley Express Transit Study
- d. Proposition 42 Funding History

**THERE BEING NO FURTHER BUSINESS OF THE TECHNICAL PLANNING COMMITTEE, THE MEETING WAS ADJOURNED BY CHAIRMAN RICHARD SCHWARZ AT 10:48 A.M.**