

# **TECHNICAL PLANNING COMMITTEE**

**November 5, 2009**

## **MINUTES**

The regular meeting of the **TECHNICAL PLANNING COMMITTEE** held Thursday, November 5, 2009, 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 10:06 a.m.

### **MEMBERS PRESENT**

Isaac Cabrera, Merced County Planning  
Mark Fachin, City of Los Banos  
Ernie Garza, City of Gustine  
John Gedney, Caltrans District 10  
Silvia Jaramillo, Merced County Planning  
Mark Hamilton, City of Merced  
Justin Hendrix, City of Atwater  
Rod Ghearing, Merced County Transit  
Michael Rhodes, Merced County  
Richard Schwarz, Merced County Public Works

### **MEMBERS ABSENT**

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

### **OTHERS PRESENT**

Jesse Brown, MCAG  
Matt Fell, MCAG  
Rich Green, MCAG  
Marjie Kirn, MCAG  
Terri Lewis, MCAG  
Scott Malta, Castle Airport  
Ty Phimmasone, MCAG

#### **1. Introductions**

So noted.

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

None.

3. Minutes of the September 3, 2009 Technical Planning Committee Meeting

Rod Ghearing made a motion to approve the minutes of the September 3, 2009 Technical Planning Committee meeting.

Seconded by Ernie Garza.

**MOTION CARRIED UNANIMOUSLY.**

4. **TPC Calendar for 2010**

So noted.

5. **Amended and Restated Transit Joint Powers Agreement, By-Laws, and Operating Agreement**

Jesse Brown reported on the status of the Amended and Restated Transit Joint Powers Agreement, By-Laws, and Operating Agreement, including:

- a. Current transit staff employed by Merced County Public Works would become employees of the Transit Authority;
- b. The Transit Manager would report to and be responsible to the Transit Authority Executive Director who reports directly to the Authority Board;
- c. The Authority would enter into agreements for transit service functions: service operations; and vehicle and land lease for transit office site with Merced County; and
- d. Title to all capital equipment (transit vehicles) and facilities purchased with Authority funding would be transferred from Merced County to the Authority.

Mark Fachin made a motion to recommend the Transit Joint Powers Authority for Merced County approve:

- a. The Amended and Restated Joint Powers Agreement of the Transit Joint Powers Authority for Merced County and submittal of the Agreement to its' members for adoption;
- b. The Bylaws of the Transit Joint Powers Authority for Merced County;
- c. The Operations Agreement for Provision of Transit Service Functions by the Joint Powers Board of Directors and submittal to the County of Merced for approval; and
- d. Recommend staff take all other appropriate actions to implement the Amended and Restated Joint Powers Agreement in an expeditious manner.

Seconded by Richard Schwarz.

**MOTION CARRIED UNANIMOUSLY.**

6. **Regional Transportation Plan Background Report**

Matt Fell discussed the Draft Regional Transportation Plan Background report distributed for review and comment. Five public workshops were conducted in October and comments received were general in nature, yet there were a couple of recurring comments:

- a. Focus needed on reducing auto dependency and reducing vehicle miles traveled (VMT) due to the requirements of SB 375 (Green House Gas Emissions Reductions).

- b. Incentives are needed to reduce single occupant vehicle (SOV) auto use (auto dependency).
- c. A State and National campaign is occurring to move away from gas tax as the base revenue for financing infrastructure construction and maintenance.
- d. Unstable (inconsistent) transportation infrastructure revenue will continue to be even more of a problem in the future than it is in today's budget problems.

Send any comments to Matt Fell in the next few weeks. MCAG Governing Board direction will be requested in February or March of next year with adoption in April 2010. All eight of the San Joaquin Valley COG's are on the same RTP schedule due to PM2.5 conformity requirements.

## **7. 2010 Regional Transportation Improvement Program (RTIP) Concept Report**

Terri Lewis outlined development of the biennial California Transportation Commission (CTC) State Transportation Improvement (STIP) Fund Estimate (FE) as the base of anticipated state and federal revenue over a five-year period.

The CTC delayed the adoption of the STIP FE due to state budget issues from June to October 2009. Although the STIP FE included County Share Regional Improvement Program (RIP) Targets, there are new STIP/RIP funds available for programming. Also, due to less than anticipated state bond sales in October, the FY 09/10 year is over-programmed (above anticipated available revenue) by 73%. Up to 73% of RIP funds programmed to existing projects in FY 09/10 will have to be pushed out (delayed) into future programming years. Delivery of projects phases simply gets delayed due to insufficient state funds.

### RTIP Schedule

December – Draft 2010 RTIP document for review

January 2010 – Final 2010 RTIP document for adoption

February 12, 2010 – Document due to the CTC

## **8. 2009-2010 State Transportation Improvement Program (STIP) Allocation Plan**

Terri Lewis reported that due to state budget issues, the CTC has chosen to adopt a FY 09/10 STIP allocation plan. This plan outlines the CTC priorities when voting funds (allocation) to programmed projects.

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On a positive note for Merced County transportation projects, The Bradley Overhead Bridge Replacement as well as two landscaping projects on Hwy 99 (Mission Ave. and Arena Way) are included in the project specific listing for the FY 09/10 STIP Allocation Plan.

## **9. Goods Movement Report - Draft**

Ty Phimmason highlighted the Draft Goods Movement Report via a PowerPoint presentation, including:

- a. The US economy depends on timely and efficient freight linkages from supplies to markets;
- b. The US economy depends on California to handle vast amounts and value of merchandise trade via truck freight;
- c. Since goods movement transcends borders, an important facet of this movement is that regional (Merced County and San Joaquin Valley region) goals align with state and nation goods movement goals.
- d. The following economic benefits are derived from having a reliable, efficient freight movement system:
  1. Promotes Economic Vitality;
  2. Creates Jobs;
  3. Improves safety by reducing accidents; and
  4. Minimizes the impact to Air Quality;
- e. Congestion has a negative impact to goods movement, including:
  1. Reduces Economic productivity and vitality;
  2. Harms the environment (air quality, etc.); and
  3. Harmful to roadway conditions in local communities

Scott Malta commented that the Draft Goods Movement Plan includes a limited discussion on Castle Airport with its unique runway that can handle jumbo jets. Castle airport should figure in prominently into Merced County and the San Joaquin Valley Regional Goods Movement. Scott offered to provide information specific on Castle to MCAG staff.

Richard Schwarz commented on the Hwy 99 (three-lane to two-lane bottleneck that occurs in Atwater and Merced) and its harmful impact to goods movement.

Marjie Kirn added that under the authority of SB 83, county's can approve up to a \$10 vehicle registration fee with 100% of these funds going to regional projects. This is a potential source of transportation funds in Merced County.

## **10. GIS Day Announcement**

Rich Green announced that MCAG would be celebrating Geography Awareness Week on November 17, 2009 with an Annual GIS (Geographical Information Systems) day event at Merced City Hall (Sam Pipes Room) from 9 a.m. to 4 p.m. All are invited to attend to view a GIS map gallery and other vendor presentations on the use of GIS technology. Lunch will be provided to those in attendance.

**THERE BEING NO FURTHER BUSINESS OF THE TECHNICAL PLANNING COMMITTEE, THE MEETING WAS ADJOURNED BY CHAIRMAN MARK HAMILTON AT 11:26 A.M.**