

MEETING NOTICE

Date: Wednesday, May 23, 2012
Time: 3:00 P.M.
Place: Madera County Transportation Commission
 Conference Room
 2001 Howard Road, Suite 201
 Second Floor – Citizens Business Bank Bldg.

Agenda

Item	Description	Enclosure	Action
MCTC sitting as the Transportation Policy Committee			
I.	PLEDGE OF ALLEGIANCE		
II.	PUBLIC COMMENT This time is made available for comments from the public on matters within the Board’s jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today’s agenda. Members of the public may comment on any item that is on today’s agenda when the item is called and should notify the Chairman of their desire to address the Board when that agenda item is called.		
III.	TRANSPORTATION CONSENT ITEMS All items on the consent agenda are considered to be routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.		
A.	Annual DBE Submittal – FY 2012-13	Yes	Info/Disc
B.	Exploring Regional Governance of the San Joaquin’s Intercity Rail Service	Yes	Info/Disc
C.	2011 Federal Transportation Improvement Program (FTIP) – Amendment No. 10 (Administrative Modification)	Yes	Ratify
D.	Mid-Flight Convention: Smart Valley Places and San Joaquin Valley Blueprint Integration	Yes	Info/Disc
E.	Greenprint Survey	Yes	Info/Disc
F.	Status of the San Joaquin Valley Interregional Goods Movement Plan	No	Info/Disc
IV.	TRANSPORTATION ACTION/DISCUSSION ITEMS		
A.	2012-13 Unmet Transit Needs – Resolution 12-03	Yes	Info/Disc
B.	Yosemite Transit – Public Outreach	No	Direction

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| C. Population Forecast Meeting with Valley MPOs and State Agencies | Yes | Info/Disc |
| D. Valley Voice – Washington DC | No | Appoint |

MCTC Sitting as the Madera County Transportation Commission

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| V. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE | No | Reaffirm |
|---|----|----------|

VI. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

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|---|---------|---------|
| A. Executive Minutes of April 18, 2012 | Handout | Approve |
| B. Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 12-04 and STA Resolution 12-05 | Yes | Accept |

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

- A. None

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

- | | | |
|---|-----|-----------|
| A. 2012-2013 Measure “T” Final Allocation | Yes | Approve |
| B. Measure T Strategic Plan Update | Yes | Info/Disc |

X. Miscellaneous

- | | | |
|-----------------------------|----|-----------|
| A. Items from Caltrans | No | Info/Disc |
| B. Items from Staff | No | Info/Disc |
| C. Items from Commissioners | No | Info/Disc |

XI. CLOSED SESSION

Public employee performance evaluation, Pursuant to Government Code Section 54957 – Executive Director.

Report of Closed Session Actions. Pursuant to Government Code Section 54957.1 and 54957.7, any required reports of closed session actions will be made at this time.

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| XII. Adjournment | No | |
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***Items listed above as information still leave the option for guidance/direction actions by the Board.**

Annotated Agenda

Madera County Transportation Commission May 23, 2012 Meeting

I. Pledge of Allegiance

II. PUBLIC COMMENT

III. TRANSPORTATION CONSENT ITEMS

A. Annual DBE Submittal FY 2012-13

Summary: 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.

(McNeil)

Action: Information and Discussion Only

B. Exploring Regional Governance of the San Joaquin's Intercity Rail Service

Summary: Included in your package is an estimated timeline for the AB 1779 – Intercity Passenger Rail Act of 2012 for San Joaquin Corridor.

The next meeting for the full Regional Governance Initiative Working Group is scheduled for **Friday, May 18, 2012.** *(Taylor)*

Action: Information and Discussion Only

C. 2011 Federal Transportation Improvement Program (FTIP) – Amendment No. 10 (Administrative Modification)

Summary: Enclosed for your review is Amendment No. 10 (Type 1 Administrative Modification) to the 2011 Federal Transportation Improvement Program (FTIP). Amendment No. 10 updates the HBP Program consistent with the latest Caltrans project listing dated March 23, 2012.

Amendment No. 10 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the 2011 Regional Transportation Plan (RTP), which was adopted by the Madera County Transportation Commission on July 21, 2010.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1 Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director. *(Wining)*

Action: Information and Discussion Only

D. Mid-Flight Convention: Smart Valley Places and San Joaquin Valley Blueprint Integration

Summary: Over the past year the Smart Valley Places compact of larger cities, non-profit organizations and other governmental agencies have been working together to promote sustainable development in the urban areas of the Valley. With the recent start of the Blueprint Integration Project, now smaller cities in the Valley are also working to address the issues of smart growth within the rural areas.

These efforts represent an unprecedented opportunity to build relationships, share knowledge, and generate enthusiasm for smart growth in the Valley. On Thursday May 31, the Smart Valley Places and Blueprint Integration project teams will be holding the Mid- Flight Convention to further take advantage of this unique coordination of efforts to enhance development in the Valley.

Break-out session topics include:

- San Joaquin Valley Greenprint
- City/County/COG Partnerships in Implementing the Valley Blueprint
- San Joaquin Valley Blueprint Success Stories/Award Winners
- Expanding Transportation Alternatives in the San Joaquin Valley
- Beyond Climate Action Plans: How to Save Money & Improve Health through Integrated Planning
- What's Equity Got to Do with It? Improving Access to Opportunity through Regional and
- Local Planning
- Enhancing Rural-Urban Connections
- Life After Redevelopment
- Integrating the 12 Valley Blueprint Principles into Small City Plans, Policies, and Practices
- San Joaquin Valley Blueprint Toolkit: Project Background and Website

The registration deadline is May 23, 2012. To register visit www.midflightconvention.eventbrite.com or by contacting Carey Stone at (510) 848-3815 or cstone@planningcenter.com. (Stone)

Action: Information and Discussion Only

E. Greenprint Survey

Summary: Since September 6, 2011, the approval date of the Grant Agreement between the State Department of Conservation and the Fresno COG for the Greenprint project, Fresno COG formed a Steering Committee to provide staff with guidance in the management of the project. The Committee has met nearly a dozen times to further define the need and purpose of the Greenprint (see the enclosed flyer) and to develop the specific project tasks and deliverables. This work was completed late last year and the contract between Fresno COG and UC Davis, incorporating these tasks and deliverables, is expected to be finally approved by your meeting. The following Greenprint activities will occur over the next few weeks and months.

Greenprint Roll-Out:

The Roll-Out of Greenprint is intended to broadly announce the official beginning and purpose of the project, thereby building public interest and participation. It will also provide a heads-up about the coming Greenprint survey, an early program task, which ought to improve the response rate.

Greenprint will be presented to each of the Valley COG committees and boards during their May cycle of meetings. A Greenprint website will be created as a clearinghouse for the project and links established to the site from other appropriate websites including the San Joaquin Valley Regional Planning Agencies website (sjvcogs.org) and the Valley Blueprint website (valleyblueprint.org). Greenprint will be coordinated with other regional organizations, including the California Partnership for the San Joaquin Valley, Smart Valley Places (including the May 31st Convention in Modesto), and others. A Greenprint newsletter/E-newsletter will be developed in conjunction with the COGs and consultant. Newspapers and other media will be informed. The Roll-Out strategy will continue to be adjusted based on input from the COGs and others.

Survey:

A widely distributed e-mail survey is an important early task in Phase 1 of the Greenprint. The survey is currently being designed by the Steering Committee and UC Davis and will develop useful information and also build awareness and support for Greenprint. Its purpose is to gather feedback from a wide variety of stakeholders, including elected officials, about what they consider to be the most important resource management challenges, the resource management goals they would like to see achieved and any concerns they have about how the resource management strategies developed by the Greenprint might affect their interests. This information will be used to focus data-gathering and analysis, and to plan further public outreach efforts.

Steering Committee:

To assist in guiding the day-to-day management of Greenprint, Fresno COG has formed a Steering Committee comprised of individuals representing a wide variety of interests that have a stake in the project. In addition to a representative from each of the San Joaquin Valley COGs, there are representatives from the Southern Sierra Partnership, The Nature Conservancy, the California Water Institute, Coalition for Clean Air, American Farmland Trust, and county planning. The Steering Committee will continue to meet regularly to keep the project on track and evaluate progress. To address specific resource management issues and involve specific constituencies, we anticipate that other committees will be formed. *(Stone)*

Action: Information and discussion only. Direction may be provided

F. Status of the San Joaquin Valley Interregional Goods Movement Plan

Summary: In June 2011, Cambridge Systematics, the hired consultants for the San Joaquin Valley Council of Governments, began working on the San Joaquin Valley Interregional Goods Movement Plan (SJVIGMP). The cost for the SJVIGMP is paid for by a Transportation Partnership Planning Grant, local cash, and in-kind matches.

The SJVIGMP, involving the participation of regional stakeholders, will develop a consensus based-preferred, future San Joaquin Valley (SJV) goods movement system financeable strategy that will have identified, evaluated and ranked multimodal projects, which can maximize benefits whilst minimizing/mitigating impacts to the San Joaquin Valley region, and which will have the emphasis on east-west corridors.

The project will be prepared using a three-phase approach:

Phase 1 will look at existing conditions and will also project expected growth in freight demand to identify future goods movement system deficiencies. This phase will evaluate freight impacts on overall quality of life (community, environment, economic).

- Task 1: Demographics, Economics, and Circulation
- Task 2: Importance and Benefits of Freight Movement
- Task 3: Stakeholder Outreach
- Task 4: Goods Movement Data and Report
- Task 5: Assess Growth in Freight Demand, Trends in Logistics Industry, and 2035 System Performance
- Task 6: Evaluate Community, Environmental, and Economic Impacts of Freight Movement

Phase 2 will identify specific parameters and performance measures for evaluating a long string of proposed regional projects and for prioritizing projects/strategies to address the future system deficiencies. Based on developed decision-making procedures, this phase will evaluate the benefits versus costs and impacts for the regional stakeholders' proposals.

Phase 3 will recommend the highest ranked goods movement system proposed projects and will identify possible means to finance them.

The process and all deliverables have been documented in detail. They are available for viewing at

<http://sjvcogs.com/goods.html>. (Stone)

Action: Information and Discussion

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. 2012-13 Unmet Transit Needs – Resolution 12-03

Summary: Included in your package is the SSTAC Recommendation, Chairman Letter to those who testified, and the Public Hearing Comment Summary.

On April 18, 2012, the Commission held the annual “Unmet Transit Needs” public hearing as required under the California Transportation Development Act. This legally noticed hearing was held to receive testimony from the public to determine if public transportation needs within Madera County will be reasonably met in FY 2012/13 prior to approving claims of Local Transportation Funds for street and road purposes.

Transportation Development Act - Local Transportation Funds are derived from the state sales tax. Of the six-cent tax per dollar on all sales, ¼ of a cent goes to the local transportation fund and may be used for transportation projects. Of the Article 8 Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation, the net difference is then available for street and road projects.

Pursuant to Section 99401.5 of the California Public Utilities Code, MCTC, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:
 - (1) there are no unmet transit needs;
 - (2) there are no unmet transit needs that are reasonable to meet;
 - (3) there are unmet transit needs that are reasonable to meet.

C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

At the “Unmet Transit Needs” Public Hearing on Wednesday, April 18, 2012, the MCTC Policy Board

opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. The Chairman of the SSTAC will submit that body's findings to the Commission under separate correspondence.

NARRATIVE OF EVALUATION

City of Madera

1. There are no unmet transit needs that are reasonable to meet at this time within the City of Madera.

MCTC staff has reviewed and discussed testimony regarding the City of Madera's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs within the City of Madera that are reasonable to meet at this time. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received regarding the Dial-A-Ride system; on several occasions a rider has been unable to schedule appointments due to high volumes of riders at peak periods. The rider stated the Dial-A-Ride brochure recommends calling two hours in advance for appointments and noted that he was unable to schedule when calling over 24 hours in advance. Dial-A-Ride will examine adding new language to the brochure regarding appropriate advance time needed to schedule an appointment. MCTC staff and the SSTAC have determined this rider's inability to schedule a trip is an unmet transit need however, due to the Dial-A-Ride fare revenue ratio, expansion of this service would not be reasonable at this time.

Many testified regarding bus stop infrastructure for the Madera Area Express (MAX) system. While these comments reflect operational issues and not unmet transit needs, the City of Madera is happy to report that 40 new bus shelters are scheduled to be constructed in the coming months.

Testimony was also received regarding bus driver communication and behavior, bus stop location, signage, frequency, and on-time performance of the MAX and the Madera Dial-A-Ride system; however, the comments reflect operational issues and not unmet transit needs.

City of Chowchilla

1. There are no unmet transit needs that are reasonable to meet at this time in the City of Chowchilla.

No comments were received regarding service in the City of Chowchilla.

County of Madera

1. There are no unmet transit needs that are reasonable to meet at this time in the County of Madera

MCTC staff has reviewed and discussed testimony regarding the County of Madera's transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs within the City of Madera that are reasonable to meet at this time. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.

Testimony was received requesting the expansion of Madera County Connection schedule to include a later stop at Valley Children's Hospital. The final pickup at Valley Children's Hospital is 4:15pm. Previously the final pickup of the day at this location was 5:00pm; it was moved to 4:15pm in response to rider demand for an earlier pickup. MCC staff will examine the possibility of having a pickup in this location at a later time in the evening. MCTC staff and the SSTAC have determined expanding this service would not be reasonable at this time due to low fare revenues of the system.

RECOMMENDATION

The MCTC staff and SSTAC considered the hearing testimony and recommend the Commission find the following:

- 1. That the Madera County Transportation Commission finds that there are no unmet transit needs reasonable to meet at this time in FY 2012/13 within the jurisdictions of the City of Chowchilla, City of Madera and County of Madera.**

The Madera Area Express (MAX) and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities.

- 2. Maintain existing transit systems in Madera County: Madera Transit System (MAX and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.**

Staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

- *Madera Transit System - City of Madera (Dial-A-Ride and MAX);*
- *Chowchilla Area Transit Express - City of Chowchilla;*
- *Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;*
- *Madera County Connection*
(Stone)

Action: Approve 2012/13 Unmet Transit Needs – Staff report and SSTAC recommendation by Resolution 12-03

B. Yosemite Transit – Public Outreach

Summary: In March of 2011, the Yosemite, Sequoia and Kings Canyon National Park Transit Market Assessment and Feasibility Study was completed for the Fresno Council of Governments (COG). The Purpose of the Study was to determine the viability of implementing one or more transit routes between the city of Fresno and Yosemite, Kings and Sequoia National Parks.

The MCTC Board elected to not support the study due to a lack of adequate public outreach in the Eastern Madera County area. This position was presented to the Fresno COG Policy Board in February 2011. The Fresno COG Policy Board elected to continue on with the project, pursue funding options and develop a business plan with the caveat of working with Madera County and the MCTC to conduct more extensive public outreach in Eastern Madera County. The Fresno COG 2012-13 Overall Work Program (OWP) identifies \$15,000 budgeted for public outreach related to a potential demonstration project to provide transit service to Yosemite National Park. Fresno COG will take its 2012/13 OWP to their Policy Board this month for approval.

MCTC Staff has been meeting with Fresno COG Staff and National Park Staff to discuss outreach opportunities in Eastern Madera County. *(Stone)*

Action: Information and discussion. Direction may be provided.

C. Population Forecast Meeting with Valley MPOs and State Agencies

Summary: The eight San Joaquin Valley MPOs met with the California Department of Finance and the California Department of Business, Transportation, & Housing to discuss downward population trends in the San Joaquin Valley. The MPOs commissioned a 2012 Planning Center population and housing study in preparation for the 2014 Regional Transportation Plan and Sustainable Communities Strategy (SCS) planning cycle. The purpose of the meeting was to inform the state agencies of SJ Valley trends and also to discuss the differences in assumptions utilized by the Department of Finance and the Planning Center projections.

The Planning Center Study used a housing projection methodology that back calculates population as it relates to household size, while the DOF projections use a cohort population model that projects birth and death rates and migration patterns. In general, the declining growth projects are due in part to lower projected birth rates by the Hispanic community which rates are converging toward the national average for all race groups and differences in net migration. Also, the difference in the Planning Center and DOF projections is accounted for primarily by different migration assumptions as the DOF projects higher migration patterns into the SJ Valley for Kern, San Joaquin, and Madera counties.

MCTC has always used DOF Population Projections for regional planning purposes and expects to use the 2012 DOF Population Projections as the latest planning assumptions for the 2014 Regional Transportation Plan and its associated land use and transportation modeling and analysis. (*Winning*)

Action: Information and Discussion Only

D. Valley Voice Trip – Washington DC

Summary: Recognizing the value of the Valley Voice program, the San Joaquin Valley COGs Policy Council requested the Valley Legislative Affairs Committee to organize a legislative visit to Washington D.C.

The 2012 Valley Voice trip dates are as follows:

- Washington DC: Tuesday, September 11th and returning Friday, September 14th.

Merced County Association of Governments is taking the lead for logistics on the Washington, DC trip.

The Valley Voice delegates will discuss issues of Valley wide interest. The Commission will be able to fund two delegates and one staff member for hotel and meal expenses. (*Taylor*)

Action: Appoint two delegates from the MCTC Policy Board to attend the Washington DC Valley Voice Trip.

V. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

VI. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes of April 18, 2012

Summary: A copy of the April 18, 2012 Executive Minutes of the Policy Board will be provided as a handout.

Action: Approve Executive Minutes of April 18, 2012

B. Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 12-04 and STA Resolution 12-05

Summary: 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 estimates for California cities and counties. Included in your package is 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 2012-13 is **\$3,490,172**. 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 2012-13, there is \$420,363,131 budgeted according to the most current information from the State Controller's Office. STA allocation estimate for Madera County is **\$851,406**. (*McNeil*)

Action: Approve Final Transportation Development Act (LTF & STA) – Fund Estimates and Apportionment, LTF Resolution 12-04 and STA Resolution 12-05

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

None

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

A. None

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

A. FY 2012-13 Measure “T” Final Allocation

Summary: The 2012/13 Measure “T” Final Allocation is included in your package. The allocation provides a not to exceed budget allocation for each Measure “T” program for each agency. The annual revenue projection is allocated based on population estimates from the Department of Finance.

Staff has requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2012/13 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. (*McNeil*)

Action: Approve Final 2012/13 Measure “T” Allocation

B. Measure T Strategic Plan Update

Summary: The Strategic Plan provides a 5-year review of how Measure T tax revenues will be spent and how the funds will be allocated to each of the local agencies.

A request has been sent to each of the local agencies for preparation of scope, budget and schedule for projects listed in Phase II of Measure T Regional Program. MCTC also requested is a completed "Project Programming Request" form (PPR).

MCTC requests the above materials be delivered back to the Commission staff by May 31, 2012.

MCTC will be launching its Strategic Plan Update efforts and begin Project Prioritization process with the local agencies on June 14th, 2012.

MCTC plans to submit a Draft of the "Measure T Strategic Plan" to the MCTC Policy Board at the July Meeting. (*Thompson*)

Action: Information and discussion only

X. Miscellaneous

- A. Items from Caltrans
- B. Items from Staff
- C. Items from Commissioners

XI. CLOSED SESSION

Public employee performance evaluation, Pursuant to Government Code Section 54957 – Executive Director.

Report of Closed Session Actions. Pursuant to Government Code Section 54957.1 and 54957.7, any required reports of closed session actions will be made at this time.

XII. Adjournment
