

## **Measure T Citizens' Oversight Committee Executive Minutes**

**Date:** Thursday, January 31, 2008  
**Time:** 6 p.m.  
**Place:** Madera County Transportation Commission Conference Room - 1816 Howard Road, Suite 8, Madera, CA 93637

**Members Present:** Chairman Jon Basila, District 1  
Vice Chairman Tom Swire, Member At Large  
Cynthia Ortegón, District 3  
Dennis Holschlag, Member At Large  
José J. Munera, District 2

**Members Absent:** Cathie Bustos, District 4  
Russell Shaw, District 5

**Local Agency Staff:** Matt Bullis, City of Madera Public Works  
Brad Phillips, Madera County  
Ellen Bitter, City of Chowchilla  
Les Jorgensen, City of Madera  
Ellen Moy, Consultant – Moy and Associates

**MCTA Staff:** Derek Winning, Deputy Director  
Troy McNeil, Planner I  
Richard Poythress, Planner I

### **Agenda**

#### **I. Welcome and Introductions**

Chairman Basila called the meeting to order.

#### **II. Public Comment**

This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on the agenda. Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item.

There were no public comments.

#### **III. Progress Report on Measure T Program**

##### **a. Strategic Plan**

Copies of the adopted Measure T 2007 Strategic Plan were presented to Committee members.

Derek Winning explained that the final document was adopted at the December 5, 2007 meeting of the MCTC after addressing the concerns of local agencies related to the Innovative Financing policy. Other than some changes to the language on p. 10, the document is largely the same as the DRAFT that was presented to the Committee at the November meeting. An asterisk at the bottom of p. 10 exempts Chowchilla from inter-program loans due to the small size of the city and relatively small amount of funding available in their local program.

Page 66 of the Strategic Plan contains the Tier 1 list of Measure T regional projects. A minimum of 20% for each of those projects is supposed to come from developer impact fees. Until the local agencies have all adopted impact fee programs that include the 20% for Measure T projects, the MCTA will impound local agency flexible fund accounts. Once impact fee programs are in place, and revenue starts to accrue for Measure T projects, the MCTA will begin to release the impounded funds to local agencies.

Tom Swire asked how far along the local agencies were in their impact fee programs.

Derek indicated that Chowchilla had already adopted theirs and Ellen Bitter agreed.

Brad Phillips said that the County is expecting to go before their Board with the impact fee program in the March timeframe.

Matt Bullis said that the City of Madera impact fee program is still under development. They are using the same consultant as Madera County.

b. DRAFT – Madera County Transportation Authority Debt Policy

Derek Winning continued his presentation on the Measure T Program with this item. Copies of the DRAFT MCTA Debt Policy were presented to Committee members.

The DRAFT Debt Policy is still a preliminary document. City of Madera staff has presented comments on the policy that have yet to be incorporated into the document. MCTA staff and City of Madera staff differ on the kinds of projects for which bonding is appropriate. MCTA staff believes that only large-scale reconstruction type projects are suitable for bonding while City staff believes that some maintenance projects that can extend the life of a roadway by 10 years or more are also appropriate for bonding. MCTA will be conducting a workshop in February with KNN Financial Consultant Mark Li and Local Agency staff to determine the best language for the Debt Policy.

Ellen Bitter indicated that comments from the City of Chowchilla would be forthcoming within the next couple of days. Chowchilla is concerned that they will be unable to proceed with road maintenance projects unless Measure T is bonded due to the relatively small yearly allocation of funds projected for the City. If Chowchilla is forced to pay as they go, road maintenance projects will be deferred for too long and only make repairs more costly.

Derek indicated that the Debt Policy would not be a final statement on the kind of innovative finance that the Authority could pursue. Any innovative financing that the Authority considers would be run through the financial consultant to produce the most financially sensible solution. The MCTA is then responsible for approving any debt-

financing plan. The Debt Policy can be amended in the future if the Authority decides that a particular plan of debt financing is reasonable.

Authority staff is wary of bonding for local agency maintenance programs. Lower mortgage rates may be possible through the Authority for certain kinds of bonding, however, Authority staff is not convinced that bonding through the Authority for road maintenance is the best way to proceed. Ultimately, Authority staff will look to the financial consultant to determine the best method of debt financing. Some counties have pursued debt financing not through bonding but through borrowing from local banks. MCTA staff wishes to keep multiple options open and not commit outright to bonding.

Dennis Holschlag asked a question about the bonding program and confessed to not completely understanding the process.

Derek directed the Committee to pages B-2 and B-3 of the Strategic Plan, which includes several potential bonding scenarios. The MCTA could pursue the program with no bonding, some bonding or maximum bonding.

Jon Basila noted that the current low interest rates would not be around forever and that it might be prudent to get in on the market while conditions are still favorable.

Les Jorgensen suggested that Oversight Committee members attend the upcoming MCTA Debt Policy workshop to become more acquainted with the Innovative Financing options available to the MCTA.

c. Regional Program Update

Derek Winning presented this item and provided Committee members with a spreadsheet of the 2008/09 STIP program.

Derek briefly explained the STIP program and its relation to Measure T. 100% of the MCTC's STIP funds go to Measure T projects. The current STIP has three Measure T projects programmed: SR 99/145 Interchange, Ellis Ave SR 99 Overcrossing and Ave 12, SR 99 Reconstruction. For 08/09, the MCTC intends to program two new Measure T projects. SR 99/145 is scheduled to go to construction in the 07/08 fiscal year and the Ellis Ave overcrossing is scheduled for next fiscal year. MCTC is requesting more than its maximum target in the hope of getting an advancement. The SR 41 extension and Ave 12 interchange project is programmed here to indicate to the CTC that it is a high priority project for Madera County. Although it is unlikely that the CTC will program it in this STIP cycle, it may have a better chance at receiving State-Local Partnership funds if MCTC indicates that is a high priority project.

d. Local Agency Updates

*(Agency Staff)*

Matt Bullis presented the City of Madera chip seal program. He briefly explained the process of chip sealing and other methods of road repair.

Several Committee members asked about the lack of repair on roads in the Measure T Tier 1 list like 4<sup>th</sup> Street and Lake Street.

Matt explained that money spent on chip sealing roads like these was wasteful since they are going to be torn up, widened and reconstructed in upcoming years.

Cynthia Ortegón asked about curb cuts on City streets. She wanted to know if Measure T would address the lack of wheelchair accessibility on certain streets.

Matt Bullis indicated that curb cuts are only required on streets that are reconstructed, not simple maintenance. As more streets are reconstructed, the curb cuts will come online.

Ellen Bitter presented the City of Chowchilla maintenance program. 33% will come from Measure T and 66% from other funds including Community Development Block Grants (CDBG). This program is contingent upon debt financing due to the slow speed at which Measure T funds accumulate in the City of Chowchilla.

Brad Phillips presented the Madera County Measure T Annual Expenditure Plan for FY07/08. It will be taken to the Board of Supervisors for approval Tuesday, February 5. The County is still working on the prioritization of Maintenance Districts for disbursement of Measure T funds.

e. Measure T Account Update

Troy McNeil provided an update on Measure T finances. So far the MCTA has received about \$3.5 million in Measure T revenues. Local agencies can expect a disbursement as soon as the County Auditor/Controller approves it. We are on track for the \$6.5 million in projected revenues for this fiscal year. Funds come to MCTA through the State Board of Equalization every month. At the end of the quarter, there is an adjustment based on the actual amount of sales tax revenue, which generally results in additional funds for the MCTA.

**IV. Q and A Session**

MCTA and local agency staff answer Committee member questions based on information received at November 2007 meeting.

Tom Swire asked if Committee members would be receiving the Financial Disclosure forms discussed at the previous meeting and included in Appendix C of the Measure T Investment Plan.

Richard Poythress agreed to produce those forms as soon as possible.

**V. Other Items**

a. Next Meeting – July 2008?

Richard Poythress discussed the next meeting of the COC, suggesting that it take place in July, after the adoption of the AWP.

Les Jorgensen suggested that the meeting take place earlier so that Committee members could comment on the AWP.

The meeting date was set for May 1, 2008 at 6 p.m.

b. MCTA office relocation – 2001 Howard Road, Suite 201 (2nd Floor)

Richard Poythress brought up the impending relocation of the MCTA offices. The MCTA will be moving one block to the east in mid-February. The next COC meeting will be held in the new offices.

c. Agenda Items for Next Meeting

DRAFT 2008/09 AWP will be the focus of the next meeting

d. Items from Staff

e. Items from Members

Cynthia Ortegón commented on the lack of hospital signage going northbound on Hwy 99

Les Jorgensen suggested she contact the Hospital and/or Caltrans to discuss the matter.

**VI. Adjournment**