

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

**Date:** Wednesday, January 23, 2002

**Time:** 3:30 P.M.

**Place:** Madera County Government Center,  
Board of Supervisor Chambers

**Members Present:** Chairman Vern D. Moss - Supervisor,  
Vice-Chair Gordon Skeels - Councilman, City of Madera  
Gary Gilbert - Supervisor, Madera County  
Alfred Ginsburg - Councilman, City of Chowchilla  
Alt. John Silva - Supervisor, Madera County

**Members Absent:** Frank Bigelow - Supervisor, Madera County  
M.J. Nabors - Councilman, City of Madera

**Policy Advisory Committee:** Above Members present and Caltrans Representatives:  
Alan McCuen

**MCTC Staff Present:** Patricia S. Taylor-Maley, Executive Director  
Sheila Kingsley, Administrative Secretary  
Elizabeth Levine, Project Coordinator  
Derek Winning, Planner I  
Tricia Stone, Receptionist

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### I. Public Comment

This portion of the meeting is reserved for person(s) wishing to address the MCTC on items within their jurisdiction but not on this agenda.

There were no public comments.

### II. Meeting Minutes of November 19, 2001

Upon motion by Commissioner Skeels, seconded by Commissioner Gilbert, to approve the November 19, 2001 Executive Minutes as written. A vote was called and the motion carried.

### III. Transportation Items

#### A. Presentation – Fresno Rail Consolidation Study

On May 21<sup>st</sup>, the Fresno COG entered into an agreement with HDR Engineering, Inc. to study consolidation of BNSF mainline railroad operations through the city of Fresno to the UP corridor, including the reconnection of BNSF operations back to its exiting mainline in Madera County. The Project Development Team formed to assist the consultant and staff with this Study has met several times to discuss the Study and review the work of the consultant.

The draft Study contains several chapters, the most significant of which discuss exiting conditions, alternatives and their estimated cost, project benefits, and funding options. The Study appendices

include drawings of different alternatives, detailed cost estimates for each alternative, an overview of environmental issues, and a description of the necessary grade separations.

During the month of January, the Draft Study will be presented to the Fresno City Council, Fresno Board of Supervisors, Madera County Board of Supervisors, MCTC, and COG Policy Board. Public workshops and other forums in January and February will provide the public an opportunity to review and provide input into the Study. Following completion of the 45-day review and comment period, HDR Engineering and COG staff will incorporate any required revisions into the Study and present the Final Study to the COG Policy Board for approval.

Clark Thompson, project manager for the study briefed the Board on the Draft Fresno Rail Consolidation Study.

**Action:** Review Draft Study – Information and Discussion Only.

**B. *Amendment to the 2000 Federal Transportation Improvement Program. Resolution 00-10 Amendment No. 6***

Caltrans is requesting to amend the 2000 FTIP to implement the new one lump sum reporting approach of State Highway Operation and Protection Program (SHOPP) projects in the FTIP, per the Memorandum of Understanding between Caltrans and the MCTC executed on August 1, 2001.

Included in the package was a copy of the MCTC 2000 FTIP SHOPP projects to be deleted and the lump sum project to be added. Also, included in the package was copy of the MCTC 2000 FTIP SHOPP projects included in the California Transportation Improvement Program System (CTIPS) to reflect the amendment request.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Gilbert to approve amendment to the 2000 Federal Transportation Improvement Program by Resolution 00-10 Amendment No. 6. A vote was called and the motion passed.

**C. *DRAFT State Highway Operation and Protection Program (SHOPP) and SHOPP Status Report***

1. DRAFT 2002 State Highway Operation and Protection Program (SHOPP): Caltrans is preparing the 2002 SHOPP which will be transmitted to the California Transportation Commission (CTC) for their approval on January 31, 2002. The 2002 SHOPP is a four-year program of safety, roadway rehabilitation and bridge replacement projects that are programmed according to a statewide prioritization of needs rather than a geographic distribution. The Draft SHOPP transmittal letter and the project proposed for Madera County is attached. Also included in the package was a letter from the County of Madera requesting Caltrans to consider the following projects for SHOPP funding:

- SR 41 – widen the roadway in the area of Rocky Cut;
- SR 41 – at Road 416 lengthen the right turn lane in the westbound direction turning right onto Road 416; and
- SR 41 – at Road 200 install signals.

The City of Chowchilla has requested that SR 233 be included in the 2002 SHOPP program. Future RTIP programming for the construction phase is contingent upon SHOPP programming.

2. Caltrans has requested to provide a status report on the State Highway Operation and Protection Program (SHOPP). Alan McCuen, Caltrans District 06, provided a status report on the list of programmed SHOPP projects and any amendments that have occurred.

**Action:** Information and Discussion Only.

**D. *Adopting Local Government Control Measures for the Severe Area Ozone Plan for the San Joaquin Valley. Resolution 02-01***

As previously reported, Staff is participating in Valleywide efforts to address air quality concerns and respond appropriately for those matters related to transportation and local government. The enclosed "Summary of Current Air Quality Issues and Potential Transportation Impacts in the San Joaquin Valley" was drafted by the San Joaquin Valley TPAs' consultant, Earth Matters and is included for your information. The summary discusses possible impacts related to the status of the Severe Area Ozone Plan, the PM-10 Plan lawsuit, the lack of an available approved motor vehicle emissions model, and the Air District rules.

On October 17, 2001, staff requested acceptance of the Final Transportation Control Measure (TCM) Template. Each TCM on the template was to be forwarded to the responsible agencies for further evaluation, consideration and either (1) a formal commitment or (2) a reasoned justification for non-implementation. The enclosed "Madera County TCM Summary", showed the TCMs accepted by the Commission for further review and the responsible agencies.

**Member Agency Commitments**

On January 14, 2002, draft commitments were forwarded to member agencies for review, modification as appropriate, legal review, and presentation to governing bodies for formal approval by resolution. It is important that these steps are completed by mid-February in order to forward commitments to the Air District for inclusion in the Severe Area Ozone Plan that is currently being developed.

**MCTC Commitments**

Staff has completed a review of the TCMs assigned for MCTC responsibility. Several of the measures were considered to be redundant and were incorporated into other, more broad measures (e.g., the intent of MA9.2, "Encouragement of Pedestrian Travel" is met through MA 14.1, "Area Wide Public Awareness Programs"). In Exhibit "A", which is part of Resolution No. 02-01, reasoned justifications for not implementing redundant measures are provided along with descriptions of commitments for those measures that are proposed for implementation. All of the commitments proposed by staff for adoption involve promotion of emission reduction programs or otherwise encouraging behaviors that would result in lowering emissions. The proposal includes the re-naming and expansion of the Ridesharing element of the Overall Work Program (OWP). If approved, this work element will become the "Public Awareness Program" and will include the activities discussed in Exhibit "A".

It is further proposed that funding for this work element be increased from \$2,000 to approximately \$40,000 for fiscal year 02/03. The increase in funding would be obtained from Rural Planning Agency Funds. Key activities in the first year of the program would be development of a website, newsletter and the program itself. The Public Awareness Program work element would benefit the Commission in the following areas:

- Public Participation Process (State/Federal requirement);

- Transportation system resource center (RACM);
- Public Outreach (RACM);
- Employer Outreach (RACM);
- Encouragement of bicycle/pedestrian travel (RACM);
- Coordination and sharing of information with reviewing and member agencies and the public;
- Reduction of printed materials;

Staff recommended approval of Resolution No. 02-01, "Adopt Local Government Control Measures in the Severe Area Ozone Plan for the San Joaquin Valley".

**Action:** Upon motion by Commissioner Gilbert, seconded by Commissioner Skeels to approve Resolution No. 02-01, Implementation of Local Government Control Measures in the Severe Area Ozone Plan for the San Joaquin Valley. A vote was called and the motion carried.

**E. 2002 Federal Transportation Improvement Program (FTIP) – Schedule**

The Madera County Federal Transportation Improvement Program (FTIP) is developed to satisfy Federal requirements. The FTIP is a three-year list of projects that are programmed for Federal funding under the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21), or that are locally funded projects on a Federal route. Prior to adopting the FTIP, the MCTC Policy Board must make a finding that the FTIP projects cumulatively do not result in increased vehicle emissions (non-attainment pollutants or their precursors).

To meet the Federal air quality regulations, the United States Federal Highway Administration must approve a new conformity analysis on the FTIP. The MCTC Policy Board will need to make a new conformity finding for the FTIP based on the latest transportation conformity regulation. Without an approved finding of conformity on the FTIP the existing Program will expire on September 30, 2002. Failure to meet air quality requirements could result in delays to project funding.

MCTC is required to submit the FTIP to Caltrans by August 1, 2002. However, concerns that a conformity freeze may be imminent have prompted San Joaquin Valley TPAs to advance schedules for FTIP adoptions. Staff believes it is prudent to proceed with the FTIP adoption schedule shown below as a precaution. The effects of a conformity freeze include the inability to amend an existing FTIP or adopt a new FTIP. Each agency is encouraged to submit requests for programming of all federal aid projects to be advanced during the 2002 FTIP cycle. This would include projects not expected to receive federal aid but located on the regionally significant transportation system. Agencies should also note that PSRs must be completed for any new STIP Regional Choice projects or amendments prior to RTIP submittal to CTC for approval.

FTIP management is performed through the Caltrans CTIPS (California Transportation Improvement Program System) computerized database.

The timeframe for the updated FTIP is October 1, 2002 through September 30, 2005. The FTIP includes projects programmed regionally for funding under the following programs:

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality (CMAQ) Program
- Flexible Congestion Relief
- Soundwall
- Safety Programs (Lump Sum)
- State Highway Operation and Protection Program (SHOPP)
- Minor Programs (Lump Sums)

- State Highway Account (Lump Sums)
- Federal Lands
- Highway Bridge Rehabilitation and Replacement (HBRR) Program
- Hazard Elimination Safety (HES) Program
- Emergency Repair Program (Non-ER Funded Lump Sums)
- Federal Transit Administration (FTA) Program
- Intercity Rail
- Transportation Enhancement Activities (TEA) Program
- California Demonstration Project
- State Transportation Improvement Program (Regional Choice)
- State Transportation Improvement Program (Interregional Program)

The FTIP must provide a priority list of projects to be carried out in the first three years and may include additional years for information purposes. The FTIP shall include a financial plan and be financially constrained by year, including capital, operation, and maintenance costs. "Financially constrained" is defined as including in the plan only those projects and services for which there are funds. For each project, the FTIP shall include:

- Sufficient descriptive material to identify project phase
- Estimated total cost
- Amount of Federal funds, by category, to be obligated per year
- Amount and source of local and state matching funds
- Responsible agency
- Identification of Transportation Control Measures (TCM's)

Staff is requested that the local agencies submit project recommendations/proposals for the FTIP to MCTC by February, 15, 2002. The current 2000 FTIP tables were attached. Agencies should also notify MCTC of any projects in the 2000 FTIP which have been fully obligated so these projects will not be forwarded into the 2002 FTIP. Attached is a new "Request for Programming" form to be completed for each new or modified project. All of the information requested on the form is needed to enter FTIP projects electronically into CTIPS.

#### **TIMELINE**

<b>TASK</b>	<b>DATES</b>
1. List of projects are due to MCTC	February 15, 2002
2. Draft FTIP completed	March 1, 2002
3. Air Quality Conformity Analysis	March 1-8, 2002
4. MCTC TAC Review	March 11 – March 15, 2002
5. Air Quality Conformity Analysis Interagency review	March 18 - April 17, 2002
6. MCTC Public Hearing	April 17, 2002
7. Final Draft FTIP completed	May 13, 2002
8. MCTC TAC Review of Final FTIP	May 17, 2002
9. MCTC Policy Board approve conformity findings and adopt 2002 FTIP	May 22, 2002

**Action:** Information and Discussion Only.

#### **F. State Transportation Improvement Program (STIP) Process**

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

STIP Programming:

STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15<sup>th</sup> (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare the Regional Transportation Improvement Program (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years). This process, as well as the fund distribution process are outlined in the charts included in your package.

Regional Transportation Improvement Program:

The local agencies (City of Madera, City of Chowchilla and County of Madera) work through the MCTC to nominate projects for inclusion in the STIP. The MCTC notifies the agencies of the Madera County Fund Estimate and the local agencies are responsible for filling out the appropriate nomination sheets when proposing to request funding to program a project. All nominated projects must be included in the Madera County Regional Transportation Plan (RTP) and have a completed Project Study Report (PSR) before submitting to the CTC for consideration.

Once projects are programmed, agencies may begin the project implementation process. It is important to note that there are timely use of funds rules associated with STIP projects that are established by statute and outlined in both the STIP Guidelines adopted by the CTC and Chapter 23 of the Local Assistance Program Guidelines.

**Action:** Information and Discussion Only.

**G. 2002 Interregional Improvement Program – Madera Projects**

Included in the package was a copy of the proposed 2002 Interregional Improvement Program (ITIP) for Madera County and the Central Valley. The Governor has proposed \$388 million for 42 transportation improvements in the Central Valley and North State as part of the state's ITIP. The projects included in the ITIP for Madera County are as follows:

1. Madera – New Rail Station - \$800,000 (PS&E, ROW, CON) – FY 2002/03
2. Fairmead, Freeway Conversion 4-lane Expressway to 6-lane Freeway with Interchange at Avenue 22 - \$40,560,000 (CON) – FY 2003/04

**Action:** Information and Discussion Only.

**H. 2001 Social Service Inventory and Action Plan Update**

Senate Bill 826, 1987-88 session, required that each Regional Transportation Planning Agency (RTPA) maintain an inventory of social service transit systems and equipment. The legislation also requires the maintenance of an Action Plan towards consolidations and increased coordination among the various operators in each planning region. The Inventory is to be updated every four years and the Action Plan is to be reconsidered every two years.

Staff responded by conducting a survey of the social service transportation providers in the county regarding the transportation services that they provide, for whom, and the cost of services. The survey was used to compile an inventory summary that will be submitted and included in a statewide inventory published by CALTRANS.

The purpose of the Action Plan Update is to demonstrate the extent to which social service transportation has been coordinated and/or consolidated in Madera County according to the original 1989 Action Plan. The Action Plan Update also describes opportunities for future coordination of transportation services within the county.

The *Social Service Transportation Inventory and Action Plan 2001 Update* insures the continued effort to coordinate and consolidate the social service transportation systems in Madera County.

The document, prepared by MCTC staff with assistance from the Social Service Transportation Advisory Council was included in the package.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg to accept the 2001 Social Service Inventory and Action Plan Update. A vote was called and the motion carried.

**I. Grants: 1. Light Duty and Medium Duty Vehicle Incentive Program; and 2. Heavy-Duty Engine Incentive Program**

Application packets are available for the San Joaquin Valley Air Pollution Control District's Light-Duty and Medium Duty Vehicle Incentive Program and the Heavy-Duty Engine Incentive Program.

*1. Light-Duty and Medium Duty Vehicle Incentive Program:*

This program will provide incentives for certain new on-road original equipment manufacturer (OEM) alternative fuel vehicle with a Gross Vehicle Weight Rating (GVWR) up to 14,000 pounds, including passenger cars, pick-up trucks, small buses, and vans. Eligible vehicles include dedicated compressed natural gas (CNG) and propane vehicles, electric vehicles, and hybrid electric vehicles.

Funds are provided on a first come first service basis. Applicants must obtain approval and have a signed, executed contract from the SJVAPCD prior to purchase of the vehicle.

*2. Heavy-Duty Engine Incentive Program:*

The SJVAPCD has approximately \$40 million available from various funding sources. Eligible funding categories include heavy-duty on-road vehicles, off-road vehicles, locomotives, marine vessels, electric forklifts, electric airport ground support equipment and stationary agricultural irrigation pump engines. Except for agricultural engines that pump irrigation water, only self-propelled vehicles are eligible for funding. All other stationary and "mobile" engines/equipment are ineligible.

Funds are available on a first come first serve basis. Applicants must obtain approval and have a signed, executed contract from SJVAPCD prior to purchase and installation of an engine.

Application are being accepted started on Monday, February 5, 2001. An application request form was included in the package.

**Action:** Information and Discussion Only.

**J. Grant: Safe Routes to School Program**

On October 2, 2001, Governor Davis signed SB 10 (Soto) which extends the Safe Routes to School program for three more years. The program will now sunset on January 1, 2005, unless a later enacted statute deletes or extends that date.

Applications for the 3<sup>rd</sup> cycle of the program are not due to the Caltrans District Office until May of 2002. The SR2S Guidelines and Application Form that will be used for the 3<sup>rd</sup> cycle are currently being revised. They will be posed on the following website as soon as they become available: [www.dto.ca.gov/hq/LocalPrograms/saferoute2.htm](http://www.dto.ca.gov/hq/LocalPrograms/saferoute2.htm)

Background: This program is a new safety demonstration program that was created by the enactment of AB 1475. The program became effective January 1, 2000. The guidelines allow only a city or county public works department to apply for funding. The total funds available for the second round was \$20 million. The maximum federal reimbursement amount, per project, was \$500,000. For most projects, the federal reimbursement ratio is 90%. The applicant must fund the remaining 10% of the project cost. Language for AB2522 can be found at <http://www.assembly.ca.gov> under "legislation."

**Action:** Information and Discussion Only.

**K. Grant: FY 2002/03 Section 5310 Program**

The MCTC as the Regional Transportation Planning Agency for Madera County serves as the Regional Evaluation Committee for Section 5310 grant applications. The purpose of the Section 5310 program is to provide annual capital grants for the needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Eligible applicants include private nonprofit corporations, public agencies where no non profit corporations are readily available to provide the proposed service, and public agencies that have been approved by the state to coordinate services for elderly persons and persons with disabilities. Eligible equipment includes accessible vans and busses, communication equipment, and computer hardware and software which will provide support for the transportation system.

The State deadline for Fiscal Year 2002/03 grant applications is March 8, 2002. MCTC staff is required to review and score the application. MCTC has established an earlier deadline of February 20, 2002 for regional review. This will allow MCTC to check applications for completeness before they are submitted to Caltrans Headquarters in Sacramento.

**Action:** Information and Discussion Only.

**L. 2003-04 Hazard Elimination Safety Program**

Caltrans is now soliciting applications for new Hazard Elimination Safety (HES) projects for Federal Fiscal Year 2003-04. Applications are due in the Caltrans District office by February 22, 2002.

HES is a federal safety program that provides funds for safety improvements on any public road, any public surface transportation facility, any publicly owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement.

Caltrans solicits candidate HES projects on an annual basis from local agencies including any incorporated city or a county within the State of California. The cities of Madera and Chowchilla and the County of Madera have been notified of the application process.

The projects are normally solicited about two years in advance of the federal fiscal year for which they will be programmed for delivery. For a project to be eligible for HES funds a specific safety program must be identified for correction and the project must correct or substantially improve the condition. Some examples of HES projects include: bicycle and pedestrian improvements; red light running detection systems; public transportation facilities; traffic signs; new median barriers and new or upgraded guardrails.

Each year the amount of funds allocated to the local HES Program range from approximately \$10 million to \$16 million. The maximum federal reimbursement ratio for any HES project is 90 percent and the maximum federal reimbursement amount for any project is \$360,000. All 2003-04 HES projects must have all preliminary design activities complete and the contract awarded before September 30, 2004, however, Caltrans can grant a one-time extension up to one year upon prior written request and approval.

Instructions and application for HES projects are in Chapter 9 of the Local Assistance Program Guidelines at the Caltrans District 6 website and located at the following internet address: <http://www.dot.ca.gov/hq/LocalPrograms/lpp/LPP%2001-08.pdf>.

**Action:** Information and Discussion Only.

#### **IV. Administrative/Fiscal Items**

##### **A. *FY 2001/02 Revised State Transit Assistance (STA) Estimate – STA Apportionment Resolution 01-07 Amendment No. 2 and STA Allocation Resolution 01-11 Amendment No. 2***

The State Controller's office informed the MCTC by letter, November 7, 2001, that there is a supplemental allocation schedule for State Transit Assistance (STA) funds for 2000-01 fiscal year. The supplemental amount for Madera is \$25,428. The supplemental allocation was made available because of an increase in collection of revenue in excess of the original estimated amount.

MCTC staff is recommending that the STA for FY 2001-02 be amended to reflect the FY 2000-01 supplemental allocation. The revised FY 2001-02 STA is \$343,014 – Resolution 01-07 Amendment No. 2.

The City of Chowchilla and the County of Madera requested to program the supplemental allocation in Fiscal Year 2001-02. The City of Madera requested to program its supplemental allocation in Fiscal Year 2000-01.

The City of Chowchilla requested to program \$1,634 for Chowchilla Area Transit Express and the County of Madera is requesting to program \$14,780 in Dial-A-Ride – Resolution 01-11 Amendment No. 2.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg to approve FY 2001/02 Revised State Transit Assistance (STA) Estimate – STA Apportionment Resolution 01-07 Amendment No. 2 and STA Allocation Resolution 01-11 Amendment No. 2. A vote was called and the motion carried.

##### **B. *FY 2000/01 State Transit Assistance Amendment – Resolution 00-09 Amendment No. 3***

The State Controller's office informed the MCTC by letter, November 7, 2001, that there is a supplemental allocation schedule for State Transit Assistance (STA) funds for 2000-01 fiscal year.

The supplemental amount for Madera is \$25,428. The supplemental allocation was made available because of an increase in collection of revenue in excess of the original estimated amount.

The City of Madera requested to program its supplemental STA allocation of \$9,013 in Fiscal Year 2000-01 for Dial-A-Ride (City of Chowchilla and County of Madera are programming their supplemental STA allocation in FY 2001-02).

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg to approve FY 2000/01 State Transit Assistance Amendment – Resolution 00-09 Amendment No. 3. A vote was called and the motion carried.

**C. *FY 2001/02 Local Transportation Fund Amendment – Resolution 01-10 Amendment No. 2***

The County of Madera requested to amend its FY 2001/02 Local Transportation Fund application to reflect the following:

- Dial-A-Ride - \$121,654 (decrease \$14,780)
- Street Maintenance - \$1,117,315 (increase \$14,780)

The City of Chowchilla requested to carryover \$684.00 from the FY 1999-00 Local Agency Planning Service to FY 2001/02 Road & Street Maintenance.

The City of Madera requested to carryover prior year Local Transportation Funds. The requested amendment is as follows:

- Dial-A-Ride – add FY 98/99 and 99/00 to FY 01/02 Road and Street Construction
- Fixed Route System – add FY 98/99, 99/00 and \$73,105 of 00/01 to FY 01/02 Road and Street Construction;
- Bicycle and Pedestrian Facilities – add FY00/01 to FY 01/02 Bicycle and Pedestrian Facilities;
- Fresno River Trail – add FY 99/00 to FY 01/02 Fresno River Trail;
- CMAQ Match – Equipment – add FY 99/00 to FY 01/02 CMAQ Match – Equipment;
- Street Maintenance – add FY 99/00 to FY 01/02 Road and Street Construction
- Street Maintenance – add FY 00/01 to FY 01/02 Street Maintenance
- Road and Street Construction – add FY 98/99 , 99/00 and 00/01 to FY 01/02 Road and Street Construction.

The City of Madera also requested to amend its FY 01/02 LTF Application (attached to Resolution 01-10 Amendment No. 2) to reflect the carryover of unexpended balances.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Ginsburg to approve FY 2001/02 Local Transportation Fund Amendment – Resolution 01-10 Amendment No. 2. A vote was called and the motion carried.

**D. *FY 2001/02 Overall Work Program – Budget Amendment No. 2***

A memorandum was included in the package. Staff recommended the Policy Board to amend the 2001/02 Overall Work Program & Budget. The Total Budget remains \$490,000.

The amendment is recognized in the following:

Other Direct Costs:

- Valley Coordination Participation – increase \$5,940

Overhead Costs:

- Miscellaneous – decrease \$1,000
- Conference and Training – decrease \$1,000
- Computer Supplies – decrease \$500
- Contracts (Copier Lease) – increase \$2,000
- Office Supplies – increase \$500

Reserves

- Reserves – decrease \$5,940

The amendment is reflected in the following OWP Work Element: Work Element 904 – Valley-wide Coordination. The amended budget, amended OWP spreadsheet and amended Work Elements were included in the package for your information.

**Action:** Upon motion by Commissioner Gilbert, seconded by Commissioner Silva to approve FY 2001/02 Overall Work Program – Budget Amendment No. 2. A vote was called and the motion carried.

**E. *FY 2000-01 MCTC Fiscal Audit***

Included in the package was a copy of the *Audit of MCTC Administrative and Planning Grant Funds for FY 2000-01*. Staff reported that there are no exceptions and no adverse findings.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Silva to accept FY 2000-01 MCTC Fiscal Audit. A vote was called and the motion carried.

**F. *FY 2000-01 Transportation Development Act/Local Transportation Fund Audit***

Included in the package was a copy of the *Audit of the Madera County Local Transportation Fund and the State Transit Assistance Fund for FY 1999-00*. Staff reported that there are no exceptions and no adverse findings.

**Action:** Upon motion by Commissioner Skeels, seconded by Commissioner Gilbert to accept FY 2000-01 Transportation Development Act/Local Transportation Fund Audit. A vote was called and the motion carried.

**G. *Fiscal Year 2002-03 MCTC Overall Work Program – Draft***

Included in the package was the 2002-03 MCTC Overall Work Program – Draft. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans by March 1 of each year. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review, the OWP will be brought before the Commission for adoption at its April 2002 meeting.

**Action:** Authorize circulation of Draft 2002-03 MCTC Overall Work Program for agency review.

**V. *Miscellaneous***

*A. Election of MCTC Officers*

Chairman Moss opened the floor for nominations for Chairman.

Upon motion by Commissioner Ginsburg, seconded by Commissioner Silva to re-appoint Chairman Moss.

Being no further nominations for Chairman. Chairman Moss closed the floor for nominations.

**Action:** A vote was called and the motion carried to re-appoint Chairman Moss.

Chair Moss opened the floor for nominations for Vice-Chair.

Upon motion by Commissioner Gilbert to nominate Commissioner Bigelow for Vice-Chair, seconded by Commissioner Silva.

Being no further nominations for Vice-Chair. Chair Moss closed the floor for nominations.

**Action:** A vote was called and the motion carried to appoint Commissioner Bigelow as Vice-Chair.

*B. Items From Caltrans*

No items from Caltrans.

*C. Items From Staff*

No items from the staff.

*D. Items From Commissioners*

No items from the Commissioners.

**VII. Adjournment**

Meeting adjourned at 5:00 p.m.

Next meeting set for Wednesday, February 20, 2002

Respectfully Submitted,

Patricia S. Taylor-Maley, Executive Director  
Madera County Transportation Commission