

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, September 18, 2002
Time: 3:20 P.M.
Place: Madera County Government Center,
Board of Supervisor Chambers

Members Present: Vice-Chair Frank Bigelow - Supervisor, Madera County
Alfred Ginsburg - Councilman, City of Chowchilla
Gordon Skeels - Councilman, City of Madera
M.J. Nabors – Councilmember, City of Madera
Alt. Ronn Dominici – Supervisor, Madera County
Alt. John Silva – Supervisor, Madera County

Members Absent: Chairman Vern D. Moss - Supervisor
Gary Gilbert - Supervisor, Madera County

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

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

I. Pledge of Allegiance

II. 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.

III. Meeting Minutes of July 17, 2002

Upon motion by Commissioner Ginsburg, seconded by Commissioner Nabors, to approve the July 17, 2002 Executive Minutes as written. A vote was called and the motion carried.

IV. Transportation Items

A. *Transportation Equity Act for the 21st Century – Principles for Reauthorization*

The current legislation, Transportation Equity Act for the 21st Century (TEA-21), was enacted in June 1998. TEA-21 expires on September 30, 2003, Congress and the Bush Administration are working to develop its successor. One of the most significant Federal challenges that transportation stakeholders are facing over the next 12 months, is the reauthorization of the Federal Transportation program. Although TEA-21 will not expire until September 2003, local, regional, state and national interests have already begun advocacy efforts in their attempt to influence the reauthorization. Included in the package was a copy of the TEA-21 – Principles for Reauthorization developed by Caltrans and parent agency Business, Transportation and Housing, and the Regional Transportation Planning Agencies. The agencies that have endorsed the Principles are also listed on the attachment.

The U.S. Department of Transportation (USDOT) is providing an Internet-based site for individuals and groups to go online and submit comments, ideas and analyses regarding reauthorization as the USDOT prepares its proposal to Congress. The Department also invites comments that can be submitted in

writing. Participants are encouraged to use the Web site to submit comments online: <http://www.dot.gov/> and click on "Surface Transportation Reauthorization." Written comments may be sent to the Docket Clerk, USDOT, Room PL-401, Docket Number OST-2002-12170, 400 Seventh Street, SW, Washington, DC 20590.

Action: Upon motion by Commissioner Nabors, seconded by Commissioner Dominici to endorse the TEA-21 – Principles for Reauthorization. A vote was called and the motion passed.

B. Designating Metropolitan Planning Organization for Madera County – Resolution 02-14

A Federal Register Notice regarding Qualifying Urban Areas for Census 2000 was published on May 1, 2002. The notice listed seventy-six newly qualified urban areas for 2000 that were not part of any urban area in 1990. The City of Madera was among the new urban areas with an urban population of 58,027 within the new urban boundary established by the U.S. Census Bureau.

The implications related to transportation due to the urban classification include the ability/need to establish a new Metropolitan Planning Organization. The new designation should be made by the Governor and local officials within twelve months (May 1, 2003). The earliest time at which the apportionment of metropolitan planning funds to the States will be affected by new urban areas will be for FY 2003 funds apportioned on October 1, 2002. The Federal Highways Administration has advised the State to work cooperatively with the existing MPOs and elected local officials in new Urbanized Areas to review and submit the formulae to appropriate offices (FHWA & FTA). Transition to MPO status will be simplified somewhat because the Madera County Transportation Commission presently assumes many of the responsibilities typically conducted only by MPOs (FTIP submittals, air quality conformity, etc.).

Action: Upon motion by Commissioner Nabors, seconded by Commissioner Ginsburg to approve Resolution 02-14. A vote was called and the motion carried.

C. Amendment to the 2002 Federal Transportation Improvement Program. Resolution 02-06, Amendment No. 1

The County of Madera requested to amend the 2002 FTIP to adjust the cost of one Congestion Mitigation and Air Quality Program project. The amendment is as follows:

<u>Fiscal Year</u>	<u>Requested Change</u>
<u>Prior Years</u>	<u>Amend:</u> Construct pedestrian facilities, Road 26 (City limits to Ave 17). Total: \$336,500 (\$297,803 CMAQ; \$38,697 Local)

Action: Upon motion by Commissioner Silva, seconded by Commissioner Nabors to approve amendment to the 2002 Federal Transportation Improvement Program by Resolution 02-06 Amendment No. 1. A vote was called and the motion carried. Commissioner Ginsburg abstained from the vote.

D. Administrative Amendment – Resolution 02-06 Amendment No. 2

Included in the package was a copy of an Administrative Amendment to the 2002 FTIP. The amendment reflects the City of Madera's request to amend four CMAQ projects to identify the matching funds as State Transportation Improvement Program/Regional Choice (STIP/RIP) funds. This is an administrative amendment because both the CMAQ and STIP funds are currently programmed in the FTIP. The City is simply replacing portions of local match with State matching funds thereby identifying how the STIP-CMAQ match is to be used. The City's amendment is as follows:

1. Construct bicycle/pedestrian facilities; Fresno River Trail – Total Project Cost: \$146,000 (**FY 02/03:** CMAQ - \$129,200; STIP/RIP \$16,800);
2. Purchase two (2) CNG Street Sweepers for the City of Madera Public Works Department – Total Project Cost: \$358,000 (**Prior Years:** CMAQ - \$316,937; **FY 02/03:** STIP/RIP - \$41,063);
3. Purchase one (1) CNG Bucket Lift Truck for the City of Madera Public Works Department – Total Project Cost: \$70,000 (**Prior Years:** CMAQ - \$53,422, Local - \$9,876; **FY 02/03:** STIP/RIP - \$6,702);
4. Purchase one (1) CNG Nutrition Van for the City of Madera Parks Department – Total Project Cost: \$23,000 (**Prior Years:** \$20,355; **FY 02/03:** STIP/RIP - \$2,645).

These proposed changes meet the following criteria, which allows this action to proceed as an administrative amendment:

- The change only affects projects which qualify as “Exempt” under Section 93.126 of the Environmental Protection Agency’s Transportation Conformity Rule (August, 15, 1997). Alternative fuel vehicle projects are not exempt; however, the projects included in this amendment have previously been conformed;
- The change will not affect the 2002 FTIP Financial Plan, as it will be funded by revenues made available specifically for these purposes;
- The change will not interfere with the timely implementation of Transportation Control Measures;
- The change is consistent with the adopted and federally approved Regional Transportation Plan; and
- The change is consistent with MCTC’s Resolution 95-09, Federal Transportation Improvement Program Local Adjustment and Administrative Amendment Procedures.

Action: Upon motion by Commissioner Nabors, seconded by Commissioner Silva to approve Administrative Amendment to the 2002 Federal Transportation Improvement Program by Resolution 02-06 Amendment No. 2. A vote was called and the motion carried.

E. Madera County Traffic Monitoring Program – 2002 Annual Report

Included in the package was a copy of the 2002 Annual Madera County Traffic Monitoring Report. This report was developed as part of the MCTC FY 2002/03 Overall Work Program.

The report provides current traffic count information for planning and engineering projects. Traffic count information contained in this report is from selected sites from 1998 through July 2002. Section One contains outlying County locations; Section 2 contains counts for the City of Madera; Section 3 contains counts for the City of Chowchilla; and Section 4 lists the “State Highway Traffic Count Listing”.

Traffic count information collected assists in the following activities and programs:

1. Air Quality Monitoring
2. Transportation Modeling
3. Identify Signal Priorities and Capital Improvement Programs
4. Private Use
5. Other benefits include: identifies traffic volume growth rates, traffic accident rates, signal and stop sign warrants, signal timing, and traffic noise levels

Action: Upon motion by Commissioner Skeels, seconded by Commissioner Silva to accept the 2002 Annual Madera County Traffic Monitoring Report. A vote was called and the motion carried.

F. San Joaquin Valley COG Directors Association – 2002 Fall Policy Conference

Staff informed the Policy Board of the San Joaquin Valley Transportation Planning Agencies Director's Association (SJVTPA) Fall 2002 Policy Conference on Thursday, October 10th and Friday, October 11th at the Pines Resort at Bass Lake.

On Thursday, October 10th the SJVTPA Director's will kick off the conference with a dinner (6:00pm – 8:30pm) Lakeview Room. The focus of the dinner will be for the Director's of the Association and their elected officials representing the various Boards to meet Commissioner's Lawson and Lindsey to discuss important transportation issues as it relates to the Valley and California as a whole. Diane Eidam, CTC Executive Director, will be guest speaker at the dinner. Your attendance would greatly be appreciated.

Attached were two fliers, announcing the Dinner and the Fall 2002 Policy Conference. The MCTC will cover dinner, lodging and conference fees for Policy Board members.

Action: Information and discussion only.

G. *BACM - Suggested Local Government Control Measures for Particulate Matter*

Staff continues to work with the other seven valley Transportation Planning Agencies (TPAs), the Air District, Federal Highways Administration, Environmental Protection Agency, the Air Resources Board, Caltrans, and our consultant, Earth Matters to develop Transportation Control Measures (TCMs) for inclusion in the Air District's PM10 Plan (Particulate Matter of less than 10 microns in diameter). A list of six Best Available Control Measures (BACM) has been developed based on TCMs that have been considered or implemented in other areas. All valley TPAs are considering each of the "suggested list of measures" and determining whether each measure is technically and/or economically feasible for implementation. The list is attached.

Present Situation

The San Joaquin Valley Air Pollution Control District (Air District) must submit a new PM-10 plan (The Plan) to the EPA by December 31, 2002. This requirement follows the EPA's finding that the Air District failed to attain national PM-10 standards by December 31, 2001. The Plan must show a reduction of PM-10 (or its precursors) of five percent per year until attainment is demonstrated. Emission benefits achieved through the recently adopted TCMs for RACM will be applied towards the PM-10 emission reduction effort. At this time, the focus is on reduction of airborne dust particles.

The MCTC Policy Board is requested to accept the attached list for further consideration upon which the list will be forwarded to local agencies to obtain commitments only for those measures which are determined to be technically/economically feasible. Local agencies will be asked to provide reasoned justification for any measures found to be infeasible.

Risks

Risks are associated with making and not making TCM commitments. When commitments are included in the PM-10 Plan, they will become legal, binding commitments to implement measures. Legal challenges may result in the event that measures having commitments are not implemented regardless of the reason for not implementing including unforeseen lack of available funding. Conversely, there is also risk of legal challenge for not making commitments that are thought to be BACM. Therefore, serious and cautious consideration of all measures shown on the suggested list is recommended.

Next Steps

Staff will provide the suggested list of measures, TCM analysis guidelines, and a model resolution package for use by local agencies to consider and make implementation commitments.

Each member agency will need to determine which measures are feasible for implementation by their jurisdiction. Formal resolutions adopted by the appropriate governing bodies must be used for commitments to implement control measures. If a jurisdiction decides that a measure on the suggested list is not feasible for implementation, the jurisdiction must justify why the measure is not feasible (technological and/or economic infeasibility).

It is requested that each local agency complete a review of the suggested list of measures, obtain commitments and provide reasoned justification for not committing to particular TCMs by November 11, 2002. MCTC staff will forward each local agency's commitments to the Air District.

Action: Upon motion by Commissioner Silva, seconded by Commissioner Nabors to accept the "Suggested Local Government Control Measures for Particulate Matter" for further review by local agencies. A vote was called and the motion carried.

H. Public Awareness Program – Request for Proposal

Staff informed the Policy Board that Madera County Transportation Commission (MCTC) is seeking a qualified marketing consultant to develop a Public Awareness Program to inform the public regarding the planning, programming, and monitoring of transportation projects within the County of Madera.

Public Awareness Program

The Public Awareness Program will focus on the projection of a professional image through the development of a new logo, letterhead/envelope, website, and newsletter.

Logo design should express the Commission's vision, principles, values and commitment to public service. The letterhead and envelope stationary should reflect the confident professionalism of the commissioners and staff.

The website will be used to publicize MCTC meetings and agendas, workshops, and public forums. Commission documents, publications, and plans will be made available for download. A Regional Transportation Plan project map will be posted with individual project descriptions and status of completion. The website will also be a resource for local public transportation, alternative modes of transportation, and rideshare information. The website should include at least the following directory of sections/pages:

1. Mission Statement
2. Commissioners
3. Staff
4. Meeting Schedule/Agendas
5. Quarterly Newsletter
6. Publications
7. Modeling
8. Air Quality
9. Public Transportation Information
10. Rideshare Program/TCM Commitments
11. Public Outreach
12. Madera County Transportation Authority
 - a. What is MCTA?
 - b. 1990 Measure A
 - c. Meetings

- d. Projects
- e. Contact
- 13. Madera County Road Improvement Authority
 - a. What is MCRIA?
 - b. 2005 Measure A
 - c. Meetings
 - d. Projects
 - e. Contact
- 14. Online Resources/Links
- 15. Contact Us

The newsletter is intended to keep local agencies, interest groups, businesses, and stakeholders informed of the current issues that are shaping transportation planning within Madera County and throughout the Central Valley and the State of California.

The consultant will be responsible for the design and implementation of the Public Awareness Program media. The anticipated products of this project are the creation of a logo, the design and first printing of the letterhead and envelope stationary, the design and upload of a website, and the design and first publication of the newsletter. The consultant is also responsible for training MCTC Staff to administer the website and to publish the newsletter upon completion of the contract.

The proposed schedule to complete this project is as follows:

ACTIVITY	DATE
Mail RFP	August 2002
Deadline for Proposal Submittal	September 27, 2002
Oral Interviews/Selection Process	October 7-8, 2002
Notice to Proceed	October 24, 2002
Submittal of Final Products	April 1, 2003

Action: Information and Discussion Only.

I. State Route 99 Master Plan

Caltrans and local communities are working together to develop a master plan to improve the Route 99 corridor. The appearance of Route 99 changes from county to county, with varying styles and slope paving, median treatments, soundwalls, retaining walls and landscaping. The Route 99 Master Plan is intended to strengthen community identity, unify freeway improvements and develop design concepts that tie communities throughout the corridor together and foster a valley-wide identity. In addition to dealing with aesthetic concerns, the document will address capacity needs as increased regional and interregional traffic puts more stress on the corridor.

The Master Plan will include seven counties: Kern, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin and will also be coordinated with other planning efforts to improve Route 99 from Bakersfield to Sacramento.

Master Plan Mission Statement:

To produce a Route 99 Corridor Master Plan which guides public and private sector decisions; provides corridor identity; lays out specific improvement approaches and themes; is collaborative with other Route 99 plans and programs; and has wide community and public involvement which results in ownership of the plan by all.

Goals:

1. Adopt a Route 99 Corridor Maser Plan that is universally accepted and guides public and private sector decisions along the corridor.
2. Create a San Joaquin Valley Route 99 corridor identity.
3. Have a plan that improves operations, maximizes safety, fosters economic vitality and protects environmental resources.

Action: Information and Discussion Only.

J. Proposition 51 – Planning & Conservation League’s Traffic Congestion Relief and Safe Route School Bus Act Transportation Initiative

Proposition 51 is a transportation initiative on the November ballot that proposes to do the following:

- Transfer 30% of the state’s share of sales tax revenue generated by automobile sales to a variety of transportation and environmental programs (approx. \$950 million for FY 2003-04);
- Allocate these funds to 17 specific spending categories;
- Provide priority funding for specific projects; and
- Make statutory changes to existing programs.

The revenues from Prop 51 will be distributed to 17 transportation and transportation related categories as described in the spreadsheet included in the package. Also attached is the Planning and Conservation League’s listing of the benefits Madera County will receive from Prop. 51.

Proposition 51 will dedicate approximately 23% of the total amount of funding available to 45 specific projects throughout the state. The majority of these programs are located in the Bay Area and Southern California with only one project located in the Central San Joaquin Valley, which provides for \$500,000 per year, to be expended by the conservancy and at the direction of the conservancy for the acquisition of land, development of facilities, and the operation and maintenance thereof. Of this amount, the conservancy shall grant not less than twenty-five percent (25%) each year to nonprofit organizations in Fresno and Madera Counties one of whose principal purposes is conservation of and education about the San Joaquin River for projects that meet the requirements of this subparagraph. Concern has been expressed over earmarking funds for specific projects without evaluation for merit or equity.

Prop 51 will modify existing programs, including increasing annual funding for the Environmental Enhancement and Mitigation Program Fund (EEMPF) from \$10 million to \$20 million, making permanent the Bicycle Transportation Account and the Safe Routes to School Program, and requiring Caltrans to use recycled wastewater when available and 50% organic compost. Prop. 51 creates the Transportation Impacts Mitigation Trust Fund (TIMTF), which would permanently receive 10% of Trust Fund revenues. After funding specific projects identified in the initiative, 20% of the remaining funds in the TIMTF would go to the nine Bay Area counties that are members of the Metropolitan Transportation Commission (MTC). No justification has been given as to why the MTC will receive these funds when no other regional transportation agency is given a set share of the TIMTF funds.

Proponents of Prop. 51 argue that the cost of meeting the state’s transportation infrastructure needs is greater than the current level of resources dedicated to this purpose. Prop 51 would provide additional resources to fund transportation systems that are less susceptible to gridlock. The measure does include some safeguards intended to limit the impact of the transfer on other General Fund priorities in years when the state experiences slow growth or declines in revenues. The Governor can declare a fiscal emergency and suspend the operation of the initiative if need arises.

Opponents of the bill include but are not limited to the League of Women Voters, the Tax Reform Association, the California State Association of Counties (CSAC), the Stanislaus Council of Governments, the San Joaquin Council of Governments, and the San Bernardino Association of Governments. Opponents have expressed many concerns over Prop. 51. Included in the package was a

letter from the Campaign Coordinator for No On Prop. 51, stating their opposition in more detail. Issues of concern by opponents of Prop. 51 include:

- Circumvents the local and state transportation planning process;
- Ignores the state's real transportation priorities;
- Shortchanges a number geographic regions of the state;
- Adds \$1 billion a year to the state budget deficit;
- Locks in spending on "luxury" projects;
- Example of "pay to play" policy making

A copy of the Prop. 51 text can be obtained by going to the Planning and Conservation League's website at: <http://www.voteyesonprop51.org> Also, included in the package was a copy of an article from the September 9th edition of the Fresno Bee concerning Prop. 51.

Action: Upon motion by Commissioner Silva, seconded by Commissioner Nabors to oppose Prop. 51. A vote was called and the motion carried.

K. REMOVE Program Request for Proposal

The San Joaquin Valley Air Pollution Control District (SJVAPCD) REMOVE (**RE**duce **Mo**tor **V**ehicle **E**missions) Program Request for Proposal has been circulated. The RFP is for projects that will reduce motor vehicle emissions within the San Joaquin Valley Air Basin.

Approximately \$3.5 million is available during this funding cycle. The deadline for submitting proposals is October 31, 2002.

The goal of the REMOVE Program is to allocate funds to projects that have the greatest emission reductions resulting in long range improvements in air quality in the San Joaquin Valley. The REMOVE Program is an open, competitive grant process. Anyone proposing an eligible cost-effective project that will have a significant air quality benefit is encouraged to submit a proposal.

RFP applications can be obtained on the SJVAPCD website at:
http://www.valleyair.org/transportation/RFP%20Phase%20VIII%20a_composite.pdf

Action: Information and Discussion Only.

L. Caltrans Transportation Planning Grant for Fiscal Year 2003-04

Caltrans is now accepting applications for Transportation Planning Grants for Fiscal Year 2003-04. Application deadline is November 1, 2002.

An estimated \$8.5 million will be available for four different Transportation Planning programs used for a wide range of planning projects. Planning categories available are:

1. Environmental Justice: Context-Sensitive Planning
2. Community-Based Transportation Planning
3. Partnership Planning
4. Transit Planning
 - Statewide Planning Studies
 - Transit Technical Planning Assistance
 - Transit Professional Development

Projects are typically one year but the proposal may be scoped for a two-year timeline. The results of the studies or projects may lead to the planning, programming and implementation of transportation

improvement projects that improve public participation, promote context sensitive planning, reduce congestion, and improve mobility.

The 2003-04 Transportation Planning Grant application package is accessible on the Caltrans website at: <http://www.dot.ca.gov/hq/tpp/grants.htm> To request a grant application by mail, contact Brent Vincent at (916) 651-6890.

Action: Information and Discussion Only.

M. Amendment to the 2002 Federal Transportation Improvement Program. Resolution 02-06, Amendment No. 3

The City of Madera requested to add a project previously programmed in the 2000 Federal Transportation Improvement Program to the 2002 Federal Transportation Improvement Program reflecting a project change in scope. The amendment is as follows:

<u>Fiscal Year</u>	<u>Requested Change</u>
<u>Prior Years</u>	<u>Add:</u> Cleveland Ave. from Sharon Rd. to Raymond Rd.; Reconstruct and widen existing 2 In street to provide raised median, bike lane, sidewalks, and install 2 new traffic signals. Total: \$2,353,000 (PE: \$150,000 Local; RW: \$330,000 Local; CON: \$746,000 STIP/RIP, \$1,127,000 Local)

The action listed below is requested to be made by the MCTC Policy Board conditional to the approval of the enclosed request by the Madera City Council on the evening of September 18, 2002.

Action: Upon motion by Commissioner Ginsburg, seconded by Commissioner Nabors to approve Amendment to the 2002 Federal Transportation Improvement Program contingent upon City of Madera's approval. Resolution 02-06, Amendment No. 3. A vote was called and the motion carried.

V. Administrative/Fiscal Items

A. Proposal for Fiscal Audits and Claimant Audits for FY 2001/02

The Transportation Development Act requires preparation of an annual audit of the fiscal controls and claimant uses of TDA funds. The objective of the audits will be to conduct a financial and compliance examination in accordance with Section 99245 of the Public Utilities Code.

Two Certified Public Accounts Agencies responded to the "MCTC Fiscal and Compliance Audits for 2001-02" Request for Proposal. The two agencies were:

1. Quady, Brash & Leal, LLP, CPA's – Madera, CA
2. John L. Barnhart, CPA – Merced, CA

Quady, Brash & Leal, is a local Accounting Firm. Quady, Brash & Leal have audited local governments and special districts in the San Joaquin Valley for the last 20 years. Quady, Brash & Leal bid is \$6,450.

John L. Barnhart Accounting Firm is based out of Merced, Ca. Mr. Barnhart is member of the California Society of Certified Public Accounts for the past 28 years. The Accounting firm has performed both Fiscal and Compliance Audits and Triennial performance audits for various Commissions. John L. Barnhart bid is \$7,000.

Commission's budget for Audits are \$7,000.

Staff recommended to retain Quady, Brash & Leal to conduct the Fiscal and Claimant Audits for FY 2001/02 for the following reasons:

- Lowest bid;
- Performed Commission Audits for the last 15 years;
- Familiar with operations of the MCTC; and
- Locally located (Madera).

Action: Upon motion by Commissioner Nabors, seconded by Commissioner Dominici to accept the audit proposal and Notice to Proceed with Quady, Brash & Leal. A vote was called and the motion carried.

B. Proposal for Triennial Performance Audit for FY 1999-2000 Through 2001-2002

MCTC is statutorily required by Section 99246 of the California Public Utilities Code to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds (All allocations by Madera County come under Article 8, therefore, no operators exist and operator performance audits are not required). The intent of the RFP is to procure a performance audit of the Regional Transportation Planning Agency for fiscal years 1999-2000 through 2001-2002.

During the initial review, the audit should discuss the RTPA's characteristics and functions with the RTPA's management and governing board. RTPA functions may include:

- RTPA Administration and Management;
- Transportation Planning and Regional Coordination;
- Claimant Relationships and Oversight;
- Follow up of prior Performance Audit Recommendations;
- Marketing and Transportation Alternatives; and
- Grant Applications and Management

The audits must be conducted during FY 2002-03, and in compliance with relevant sections of the Transportation Development Act (TDA). The RTPA further expects that the performance audit will be conducted consistent with the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities" issued by the California Department of Transportation (Caltrans). The Commission's Operation Budget allowance for the Audit is \$8,000.

Three Certified Public Accounting Agencies have responded to the Triennial Performance Audit Proposal for FY 1999-2000 through 2001-02. The three agencies were:

1. Quady, Brash & Leal, LLP, CPA's – Madera, CA
2. John L. Barnhart, CPA – Merced, CA
3. Moore & Associates –Valencia, CA

Quady, Brash & Leal, is a local Accounting Firm. Quady, Brash & Leal have audited local governments and special districts in the San Joaquin Valley for the last 20-years. Quady, Brash & Leal bid is \$2,900.

John L. Barnhart Accounting Firm is based out of Merced, Ca. Mr. Barnhart is member of the California Society of Certified Public Accounts for the past 28- years. The Accounting firm has performed both Fiscal and Compliance Audits and Triennial Performance Audits for various Commissions. John L. Barnhart bid is \$8,000.

Moore & Associates is a specialized public transportation-only consulting firm. Recently completed similar project for the Imperial Valley Association of Governments, Tuolumne County and Cities Area Planning Council, and the Kern Council of Governments. Moore & Associates bid is \$7,976.

Caltrans recommends that the performance audit be conducted from an auditor other than the auditor who conducts the TDA Financial and Compliance Audits.

Staff recommended to retain Moore & Associates to conduct the Triennial Performance Audit for FY 1999-2000 through 2001-02.

Action: Upon Motion by Commissioner Nabors, seconded by Commissioner Silva to accept the audit proposal and notice to proceed with Quady, Brash and Leal. A vote was called and the motion carried.

VI. Miscellaneous

A. Items From Caltrans

1. Alan McCuen provided a status report on the Commission's request that Caltrans provide a fence on SR99 and Gateway for safety reasons.
2. Alan McCuen stated that Caltrans is currently working on the 2004 ITIP and will invite the MCTC to attend a meeting on Caltrans' 2004 ITIP proposals.

B. Items From Staff

Patricia Taylor-Maley advised the board that Madera should be thinking ahead and prepare "shelve" ready projects for the 2004 STIP, now is the time to consider prioritizing projects for the region.

C. Items From Commissioners

Commissioner Skeels updated the Commission on Measure "A".

VII. Closed Session

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

Request for Closed Session to Discuss Public Employee Appointment/Employment Pursuant to Government Code Section 54957; Title of Position: Executive Director

Board went into closed session at 4:10 p.m.

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.

Board reconvened at 4:30 p.m.

Action: The Policy Board directed a 5% merit increase for the Executive Director

VII. Adjournment

Meeting adjourned at 4:33 p.m.

Next meeting set for Wednesday, October 23, 2002.

Respectfully Submitted,

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