



Regular Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

Madera County Transportation Commission
Board Room
2001 Howard Road, Suite 201
Madera, California 93637

DATE

February 19, 2020

TIME

3:00 pm

Policy Board Members

Commissioner Max Rodriguez, Chair	Madera County Supervisor
Commissioner Jose Rodriguez, Vice Chair	Council Member, City of Madera
Commissioner Waseem Ahmed	Council Member, City of Chowchilla
Commissioner Brett Frazier	Madera County Supervisor
Commissioner Andy Medellin	Mayor, City of Madera
Commissioner Tom Wheeler	Chair, Madera County Supervisor

Representatives or individuals with disabilities should contact MCTC at (559) 675-0721 at least three (3) business days in advance of the meeting to request auxiliary aids or other accommodations necessary to participate in the public meeting.

In compliance with Government Code §54952.3, compensation for legislative body members attending the following simultaneous meeting is \$100. Compensation rate is set pursuant to the rules of the Madera County Transportation Commission.

AGENDA

At least 72 hours prior to each regular MCTC Board meeting, a complete agenda packet is available for review on the [MCTC website](#) or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meeting unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar estos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 15 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

Board meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

Agenda

CALL TO ORDER

1. PLEDGE OF ALLEGIANCE
2. 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.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

3. TRANSPORTATION CONSENT ITEMS

All items on the consent agenda are considered 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.

3-A	2020 San Joaquin Blueprint Awards Call for Nominations	Yes	Info/Disc
3-B	Initiate FY 2020-21 Unmet Transit Needs Public Hearing Process	Yes	Info/Disc
3-C	Safety Performance Measure Target (PM 1) Acceptance	Yes	Approve
3-D	2019 Federal Transportation Improvement Program (FTIP) Amendment No. 9 – Administrative Modification	Website	Ratify
3-E	2019 Federal Transportation Improvement Program (FTIP) Amendment No. 10 – Administrative Modification	Website	Ratify

4. TRANSPORTATION ACTION/DISCUSSION ITEMS

4-A	San Joaquin Joint Powers Authority Commuter Rail Update	No	Info/Disc
4-B	SR 233 Corridor Study Existing Conditions Report	Yes	Info/Disc
4-C	State Route 41 Joint Fresno-Madera Sustainable Corridor Study	No	Info/Disc/ Direction

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

6. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered 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.

6-A	Executive Minutes – January 22, 2020	Yes	Approve
6-B	Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) 2020-21 Estimates	Yes	Info/Disc
6-C	Transportation Development Act (LTF, STA) – Allocation, LTF Resolution 19-10 Amendment No. 1, STA Resolution 19-11 Amendment No. 1	Yes	Approve
6-D	Revised Accounting and Financial Policies and Procedures Manual	Yes	Approve

7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

7-A	Draft 2020-21 Overall Work Program and Budget	Website	Circulate for Review
7-B	FY 2019-20 Overall Work Program and Budget Amendment No. 2	Yes	Approve

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

8. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered 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.

NONE

9. AUTHORITY – ACTION/DISCUSSION ITEMS

9-A	FY 2018-19 MCTA Audit Report	Yes	Accept
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OTHER ITEMS

10. Miscellaneous

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

11. Adjournment

***Items listed above as information still leave the option for guidance/direction actions by the Board.**

Annotated Agenda

Madera County Transportation Commission February 19, 2020 Meeting

1. PLEDGE OF ALLEGIANCE
2. PUBLIC COMMENT

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

3. TRANSPORTATION CONSENT ITEMS

3-A. 2020 San Joaquin Blueprint Awards Call for Nominations

Summary: A Call for Nominations for the [2020 San Joaquin Valley Blueprint Awards](#) has been announced. Candidate projects and individuals in all jurisdictions within the San Joaquin Valley are eligible for nomination. The deadline for nominations is March 27, 2020 by noon. Awards will be presented at the 14th Annual San Joaquin Valley Policy Conference. *(Ebersole)*

Action: Information and discussion

3-B. Initiate FY 2020-21 Unmet Transit Needs Public Hearing Process

Summary: The Transportation Development Act (TDA) requires that the MCTC Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2020-21 prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The MCTC's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Madera County. The request for comments letters, included in your package, will be mailed late February 2020.

MCTC's Unmet Transit Needs public hearing is scheduled as follows:

PUBLIC HEARING – Wednesday, April 22, 2020 at 3:00 p.m.

Location: Madera County Transportation Commission Board Room

2001 Howard Road, Suite 201, Madera, CA

The Madera Area Express will provide fixed-route rides, at no cost, to the stop on Howard near Schnoor (Route 2) for the Unmet Transit Needs hearing. If passengers are unable to ride the fixed route because of disability, free Dial-A-Ride (DAR) service to the hearing will be provided. It is highly encouraged that passenger schedule a minimum of 48 hours in advance and understand that space/availability may be limited for DAR service.

A Spanish language interpreter will also be available for those who wish to testify in Spanish. A public notice will be printed in the local newspapers and fliers will be distributed throughout the community publicizing the hearing. *(Davies)*

Action: Information and discussion

3-C. Safety Performance Measure Target (PM 1) Acceptance

Summary: The Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) require metropolitan planning organizations (MPOs) to set targets for a series of transportation-related performance measures. Last year, the 2018 safety targets (PM1) were established and approved and included in the 2018 Regional Transportation Plan (RTP). Since it is an annual target, MCTC's 2019 safety performance targets need to be set by February 2019 for the following five performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries

MCTC Staff participated in the 2020 PM1 statewide coordination efforts. During the workshops and webinars, the consensus was to select use a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The statewide target aims for a 3.03 percent annual reduction for fatalities and 1.5 percent annual reduction for serious injuries. Included is the analysis with MCTC's targets. *(Espinosa)*

Action: Staff recommends adopting the statewide targets for all five safety performance measures for 2020

3-D. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 9 – Administrative Modification

Summary: Amendment No. 9 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates one (1) County of Madera Section 5311 project for Preventative Maintenance, per County of Madera request.

Amendment No. 9 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 adopted 2018 Regional Transportation Plan (RTP), as amended.

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. (*Findley*)

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 9

3-E. 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 10 – Administrative Modification

Summary: Amendment No. 10 (Type 1 Administrative Modification) to the 2019 Federal Transportation Improvement Program. This amendment updates the City of Chowchilla Section 5311 project for Operating Assistance.

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 adopted 2018 Regional Transportation Plan (RTP), as amended.

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. (*Findley*)

Action: Ratify 2019 Federal Transportation Improvement Program Amendment No. 10

4. TRANSPORTATION ACTION/DISCUSSION ITEMS

4-A. San Joaquin Valley Joint Powers Authority Commuter Rail Update

Summary:

California High Speed Rail Authority

On February 12, 2020, the California High Speed Rail Authority (CHSRA) released the draft 2020 Business Plan. The Business Plan is updated biennially and submitted by the CHSRA to the California Legislature. The Business Plan will have a two-month public review and comment period ending on April 12, 2020.

A key highlight of the Draft 2020 Business Plan is continued promotion of completing the Merced to Bakersfield San Joaquin Valley expansion first highlighted by Governor Newsom in his 2019 State of the State Address. The plan is for the 119-mile segment in the Central Valley to expand to 171 miles of electrified high-speed rail connecting Merced, Fresno and Bakersfield with additional stops to serve Madera and Kings/Tulare.

After the release of the CHSRA 2019 Project Update Report, their Board of Directors requested that two additional studies be performed to provide additional due diligence for decisions related to adopting an expanded program baseline budget and schedule based on available funds. These studies included the:

- **Business Case Assessment Study:** The Board's Finance and Audit Committee requested the Authority's financial advisor, KPMG, develop a Business Case Assessment Study for the proposed Merced to Bakersfield interim high-speed rail service. The study evaluated a range of issues including funding and affordability, ridership and revenue forecasts, business model, commercial considerations, risk and mitigation strategy, and socio-economic and other benefits.
- **Side-by-Side Study, Quantitative Report:** The Board of Directors requested that the early train operator (ETO) prepare an expanded analysis comparing the Merced to Bakersfield investment recommendation to other comparable early investment options in the San Francisco to Gilroy corridor and the Burbank to Anaheim corridor. The Side-by Side Study, Quantitative Report, evaluated a range of costs and benefits including capital and operating costs, ridership, GHG reductions and congestion relief.

Together, these two studies along with their recommendations affirm the CHSRA proposal to invest the projected \$4.8 billion in the Merced to Bakersfield line.

KPMG's Business Case Assessment study concluded that allocating the Authority's remaining funding to Merced-Bakersfield allows the Authority to meet one of its key

objectives—initiating high-speed rail service as soon as possible. Additionally, the study alludes to the socio-economic benefit, enhanced mobility, utilization of the Authority’s assets and infrastructure, reduced state costs for commuter rail in the San Joaquin Valley, affordability, return on investments and the need for additional investments from systems currently serving the San Joaquin Valley.

The ETO Side-by-Side Study, Quantitative Report compared the recommended high-speed rail investment between Bakersfield and Merced to other potential early investment options in the San Francisco to Gilroy corridor and the Burbank to Anaheim corridor. The ETO concluded that the high-speed rail investment in the Central Valley corridor provides the highest benefits, requires the least additional system investment and reduces, rather than increases, the operating subsidy of the system, including regional rail operators. The Northern California and Southern California corridors require considerable additional regional investments, whereas, the Merced to Bakersfield corridor requires only up to \$500 million in additional regional funding to achieve significantly greater benefits.

Also highlighted in the Draft 2020 Business Plan is the importance of and continued planning of the connection between the Silicon Valley and the San Joaquin Valley. The plan estimates a cost of \$33 billion to achieve the system expanding 287-miles between Bakersfield and San Jose. Addition funding must be secured to see the Valley to Valley connection come to fruition.

The [2020 Draft Business Plan](https://hsr.ca.gov/about/business_plans/2020/) can be accessed via the flowing link: https://hsr.ca.gov/about/business_plans/2020/

San Joaquin Joint Powers Authority

In 2012, local and regional agencies throughout most of the San Joaquin Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland) sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing San Joaquin Rail Service from the state.

The 2016 CHSRA Business Plan highlighted a future joint Amtrak and High-Speed Train station in Madera. Upon the release of the Plan, MCTC collaborated with its member agencies, SJJPA, CHSRA and the California State Transportation Agency regarding the joint station inclusion. The results of this collaboration are a new station location off Avenue 12 to support the potential for greater ridership, transit-oriented development, improve connectivity and accessibility for transit and automobiles. The new station would serve as

the co-located with a planned HSR station and provide a direct connection between Amtrak San Joaquins and high-speed rail trains.

On April 26, 2018 California State Transportation Agency announced that the SJJPA and San Joaquin Valley Rail Committee applied for and was successful in being awarded \$500.5 million of Transit and Intercity Capital Program (TIRCP) funding to expand San Joaquins and ACE services. As part of this service, the Sacramento Subdivision will be upgraded between Sacramento and Stockton to allow for passenger rail service with up to six new stations along the corridor. Additionally, new layover facilities will be constructed in Natomas (in Sacramento) and Fresno, and two trainsets may be procured for the expanded service. Additional projects to be funded with these funds include additional parking, a new station in Oakley, and a relocated Madera Station. The application identifies \$26.7 million of the TIRCP award for the Madera Station relocation.

The SJJPA Manger of Regional Initiatives, Dan Leavitt, will provide an overview of anticipated 2020 activities pertaining to the Madera Amtrak Station environmental review process. *(Stone)*

Action: Information and Discussion

4-B SR 233 Corridor Study Existing Conditions Report

Summary: The Madera County Transportation Commission (MCTC) commissioned a Corridor Planning Study/Downtown Master Plan of SR 233/Robertson Boulevard from SR 152 to Rd 19, with an emphasis area in Downtown Chowchilla. The project is divided into two (2) phases. Phase 1 of this project included a public participation and outreach plan development to ultimately result in the development of a Master Plan for SR 233 in Phase 2. As an initial component of the master plan development, an Existing Conditions Report was developed. The project has been carried out through a joint collaboration of stakeholders, including community groups, Caltrans District 6, City of Chowchilla, Consultant Services, and MCTC.

This project is funded by the SB-1 Sustainable Communities Planning Grant administered by Caltrans. The objective of the SB-1 Sustainable Communities Planning Grant program is to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), contributes to the State's greenhouse gas (GHG) reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines,

addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives.

MCTC and the City of Chowchilla collaborated closely on this project due to a parallel SB-1 Sustainable Communities Planning Grant the City was awarded, the Truck Route Study. Included is the Existing Conditions Report, appendices can be provided upon request. Next steps will be to continue community outreach and Stakeholder Advisory meetings for phase II development of this grant: SR 233/ Robertson Boulevard Planning Study- Downtown Core Master Plan. Presentations of the Existing Conditions Report will be done during Chowchilla's Planning Commission on February 19th and to Chowchilla's City Council on February 25th. *(Espinosa)*

Action: Information and Discussion

4-C State Route 41 Joint Fresno-Madera Sustainable Corridor Study

Summary: MCTC staff was contacted by Fresno Council of Governments regarding collaborating in a joint sustainable corridor study of the State Route (SR) 41 corridor between Southeast Madera County and the City of Fresno.

The Fresno-Madera Sustainable Corridor Study will determine future transportation needs of the northern portion of State Route (SR) 41 that runs through the core of the City of Fresno and continues north into the future-developed area of Madera County. This study will also include the major connecting corridor that serves residents of both counties, Avenue 9, which links SR41 and SR99 in southern Madera County. The joint study will provide direction for both counties as both the residential population and the need for sustainable transportation improvements continues to increase along the corridor.

The study would take a comprehensive look at Travel Demand Management (TDM) strategies along the corridor, including how to best integrate strategies such as HOV express lanes, dedicated transit lanes, and active transportation features into the corridor to promote efficiency and reduce our environmental impact as the region continues to grow. The study proposes to develop a bi-county traffic model to forecast traffic growth along the corridor.

MCTC has been asked to contribute \$50,000 towards a total project cost of \$400,000. Fresno COG staff would be the lead agency for the study with plans to retain a consultant for the study development. *(Stone/Taylor)*

Action: Information and Discussion. Direction may be provided.

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

6. **ADMINISTRATIVE CONSENT ITEMS**

6-A. **Executive Minutes – January 22, 2020**

Summary: Included in your packet is a copy of the January 22, 2020 Executive Minutes of the Policy Board.

Action: Approve Executive Minutes of January 22, 2020

6-B. **Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) 2020-21 Estimates**

Summary: 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 2020-21 is **\$4,720,998**. 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 2020-21, there is \$692,253,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is **\$1,415,521**.

State of Good Repair (SGR): Pursuant to Public Utilities Code Section 99312.1(c), the State Controller is directed to send an estimate of SGR Funds to each transportation planning agency. For fiscal year 2020-21, there is \$110,746,000 budgeted according to the most current information from the State Controller's Office. The SGR allocation estimate for Madera County is **\$226,454**.

MCTC staff advised prospective claimants of the estimated area apportionments within Madera County. *(McNeil)*

Action: Information and Discussion Only

6-C. Transportation Development Act (LTF, STA) – Allocation, LTF Resolution 19-10 Amendment No. 1, STA Resolution 19-11 Amendment No. 1

Summary: The City of Madera is requesting to carryover funds from FY 2018-19 and reallocate their apportionments. *(McNeil)*

Action: Approve LTF Resolution 19-10 Amendment No. 1, STA Resolution 19-11 Amendment No. 1

6-D. Revised Accounting and Financial Policies and Procedures Manual

Summary: Some revisions have been made to the Accounting and Financial Policies and Procedures Manual. The revisions include an update to the meal per diem rates (based upon updated federal reimbursement rates), updates to position titles to be consistent with current job titles, and some minor grammatical corrections. *(McNeil)*

Action: Approve Revised Accounting & Financial Policies and Procedures Manual

7. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

7-A. Draft 2020-21 Overall Work Program and Budget

Summary: Included on MCTC's website is the [DRAFT 2020-21 MCTC Overall Work Program](#) (OWP) and Budget. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA and FTA. 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 2020 meeting.

The Annual Group Meeting, which includes the federal and state agency review group that meets with MCTC staff, was conducted on December 16, 2019 to help prepare for the FY 2020-21 OWP. *(Taylor, McNeil)*

The DRAFT 2020-21 MCTC Overall Work Program (OWP) is available for download at: <https://www.maderactc.org/finance/page/overall-work-program>

Action: Authorize circulation of Draft 2020-21 MCTC Overall Work Program for agency review

7-B. FY 2019-20 Overall Work Program & Budget Amendment No. 2

Summary: Included in your package is a letter to Caltrans requesting an amendment to the Overall Work Program & Budget, a copy of the amended budget, an amended OWP spreadsheet, and the amended work elements. The revised Budget is \$1,994,439 (an increase of \$41,000 from previously amended budget). The amendment reflects funds that have been added to purchase new Server hardware, software, and other affiliated costs, and adjustments for actual costs versus budgeted.

The amendment is recognized in the following categories:

Revenues – (Increase \$41,000)

- FHWA PL Carryover – increase \$26,295
- FTA 5303 Carryover – increase \$2,636
- TDA Carryover – increase \$12,411
- MCTA – decrease \$342

Indirect Costs – (Increase \$41,000)

- Technology Related Equipment & Repairs – increase \$41,000

Other Direct Costs – (No change)

- MCTA Project Development Costs – decrease \$2,000
- Other MCTA Costs – increase \$2,000

The amendment is reflected in the following OWP Work Elements: 100 – Regional Transportation Plan; 101 – Performance Measures; 110 – Regional Planning Database; 111 – Traffic Monitoring Program; 112 – Traffic Modeling; 113 – Air Quality Transportation Planning; 120 – Goods Movement and Highway Planning; 122 – Project Coordination & Financial Programming; 130 – Public Transportation; 140 – Other Modal Elements; 150 – Public Participation Program; 151 – Alternative Transportation Activities; 200 – Transportation Program Development; 901 – Transportation Funds Administration; 902 – Overall Work Program and Budget; 907 – Board Cost & Other Expenses; 910 – MCTA Administration (*McNeil*)

Action: Approve FY 2019-20 OWP Budget Amendment No. 2

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

8. AUTHORITY– CONSENT ITEMS

NONE

9. AUTHORITY – ACTION/DISCUSSION ITEMS

9-A. MCTA FY 2018-19 Audit Report

Summary: MCTA has received the Measure “T” Audit Report for the Fiscal Year ended June 30, 2019 for the Madera County Transportation Authority. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings. *(McNeil)*

Action: Accept FY 18-19 MCTA Audit Report

OTHER ITEMS

10. Miscellaneous

10-A. Items from Caltrans

10-B. Items from Staff

10-C. Items from Commissioners

11. Adjournment