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MEETING NOTICE

Date: Wednesday, January 23, 2013
Time: 3:00 P.M.
Place: Madera County Transportation Commission
 Conference Room
 2001 Howard Road, Suite 201
 Second Floor – Citizens Business Bank Bldg.

Agenda

Item	Description	Enclosure	Action
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MCTC sitting as the Transportation Policy Committee

I. PLEDGE OF ALLEGIANCE

II. PUBLIC COMMENT

This time is made available for comments from the public on matters within the Board’s jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today’s agenda. Members of the public may comment on any item that is on today’s agenda when the item is called and should notify the Chairman of their desire to address the Board when that agenda item is called.

III. TRANSPORTATION CONSENT ITEMS

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

A.	2012 Annual Listing of Projects	Yes	Info/Disc
B.	2012 California Transportation Commission Annual Report to Legislature	No	Info/Disc
C.	2013 Federal Transportation Improvement Program – Administrative Amendment No. 1	Yes	Ratify
D.	Caltrans Quarterly Newsletter – January/February/March 2013	Yes	Info/Disc
E.	2013/14 Caltrans Transportation Planning Grant – Call for Projects	No	Info/Disc
F.	Elderly and Disabled Specialized Transit Program (FTA 5310), Jobs Access Reverse Commute (JARC) (FTA 5316), New Freedom (FTA 5317) and Rural Transit & Intercity Bus (FTA 5311) – Call for Projects	Yes	Info/Disc
G.	Sacramento Valley Voice Trip – Legislative Platform	Yes	Info/Disc

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

- | | | | |
|----|--|-----|---------------------|
| A. | Public Hearing: 2013 Federal Transportation Improvement Program – Formal Amendment No. 2 Resolution 12-07 | Yes | Approve |
| B. | San Joaquin Valley Regional Rail Governance Joint Powers Agreement | Yes | Approve and Appoint |
| C. | Madera CTC 2010 Travel Demand Model (Base Year) and SCS Development Tools | Yes | Accept and Direct |

MCTC Sitting as the Madera County Transportation Commission

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

VI. ADMINISTRATIVE CONSENT ITEMS

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

- | | | | |
|----|--|-----|---------|
| A. | Transportation Development Act (LTF) – Allocations, LTF Resolution 12-09 Amend No. 2 | Yes | Approve |
|----|--|-----|---------|

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

- | | | | |
|----|--|-----|----------------------|
| A. | DRAFT FY 2013-14 Overall Work Program and Budget | Yes | Circulate for Review |
|----|--|-----|----------------------|

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

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

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|----|------|--|--|
| A. | None | | |
|----|------|--|--|

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

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|----|---|-----|---------|
| A. | FY 2012/13 Annual Work Program Amendment No.1 | Yes | Approve |
| B. | City of Madera Authorization to Proceed (Construction) – 4 th Street Widening Phase I - Resolution 13-01 | Yes | Approve |

X. Miscellaneous

- | | | | |
|----|--------------------------|----|-----------|
| A. | Election of Officers | No | Info/Disc |
| B. | Items from Caltrans | | |
| C. | Items from Staff | No | Info/Disc |
| D. | Items from Commissioners | No | Info/Disc |

XI. Adjournment

No

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

Annotated Agenda

Madera County Transportation Commission January 23, 2013 Meeting

- I. Pledge of Allegiance
- II. PUBLIC COMMENT
- III. TRANSPORTATION CONSENT ITEMS

- A. 2012 Annual Listing of Projects

Summary: Federal legislation requires that Metropolitan Planning Organizations (MPOs) either publish or make available an annual listing of projects for which federal funds have been obligated in the preceding year. This listing is required to be consistent with the categories identified within the Federal Transportation Improvement Program (FTIP). Commission staff recently published the 2012 Annual Listing of Projects on the MCTC Website at <http://www.maderactc.org>.

Included in your package is a listing of federally funded projects that were obligated during FY 2011-12. The project obligations are shown by specific program and project phase (i.e. preliminary engineering, right-of-way acquisition, and construction). (*McNeil, Findley*)

Action: Information and Discussion Only

- B. 2012 California Transportation Commission Annual Report to Legislature

Summary: The 2012 Annual Report to the California Legislature is now posted on the Commission's website at www.catc.ca.gov

The Commission's 2012 Annual Report to the Legislature provides a discussion on three issues, including: identifying recommendations for revenue solutions and cost saving measures to address the \$296 billion funding shortfall identified in the 2011 Statewide Transportation System Needs Assessment completed in cooperation with California's transportation stakeholders; working with our transportation partners in recommending legislative action necessary to fully implement the new Federal Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2013-14; and working with the Legislature and Administration to enhance flexibility, clarity and certainty for innovative procurement methods for project delivery.

The report also provides a fiscal year-end status update on programs under the Commission's purview including, among others, Proposition 1B Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, the State Transportation Improvement Program; Proposition 1A Safe, reliable High-Speed Passenger Train Act of the 21st Century; and Public Private Partnerships and Design-Build Procurement. (*Taylor*)

Action: Information and Discussion Only

- C. 2013 Federal Transportation Improvement Program – Administrative Amendment No. 1

Summary: Enclosed for your review is Amendment No. 1 (Type 1 Administrative Modification) to the 2013 Federal Transportation Improvement Program (FTIP). Amendment No. 1 to the 2013 FTIP updates the Highway Safety Improvement Program (HSIP), per California Department of Transportation (Caltrans) request, SHOPP Collision Reduction Program per updated Caltrans SHOPP listing, and the Local Assistance Highway Bridge Program (HBP), per Caltrans request.

Amendment No. 1 meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the 2011 Regional Transportation Plan (RTP), which was adopted by the Madera County Transportation Commission on July 21, 2010.

The MCTC Public Participation Plan does not require a public review and comment period for Type 1 Administrative Amendments. The MCTC Policy Board has delegated MPO approval of Type 1

Administrative Amendments to its Executive Director. State approval has also been delegated to the MCTC Executive Director. (*Findley*)

Action: Ratify

D. Caltrans Quarterly Newsletter – January/February/March 2013

Summary: Included in your package is a copy of Caltrans Quarterly Newsletter for the months of January, February and March 2013. (*Caltrans*)

Action: Information and Discussion Only

E. 2013/14 Caltrans Transportation Planning Grant – Call for Projects

Summary: The Fiscal Year 2013/14 Caltrans Transportation Planning Grant Application Guide is posted on the Caltrans Division of Transportation Planning Grants website at: <http://www.dot.ca.gov/hq/tpp/grants.html>

The application deadline is April 2, 21013, and grant awards will be announced during the summer of 2013. The four Caltrans transportation planning grant programs are:

1. Partnership Planning
2. Section 5304 Transit Planning
3. Community Based Transportation Planning
4. Environmental Justice

(*Taylor*)

Action: Information and Discussion Only

F. Elderly and Disabled Specialized Transit Program (FTA 5310), Jobs Access Reverse Commute (JARC) (FTA 5316), New Freedom (FTA 5317) and Rural Transit & Intercity Bus (FTA 5311) – Call for Projects

Summary: Elderly and Disabled Specialized Transit Program (FTA 5310) – The Elderly and Disabled Specialized Transit Program was established by the Federal Transit Administration for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. It allows for the procurement of accessible vans and busses; communication equipment; and computer hardware and software for eligible applicants.

Approximately \$13 million is available for the Federal Fiscal Year 2012 utilizing the remaining funding from Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

A Grant Application Workshops will be held in Modesto on Thursday, January 24th.

Application due date to regional planning agency is *on or before* **March 11, 2013**.

Application due date to Caltrans is *on or before* **May 13, 2013**.

Jobs Access Reverse Commute (JARC) (FTA 5316) - The Job Access and Reverse Commute program (JARC) goals are to improve access to transportation services to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Approximately \$1.08 million in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas 50,000 to 199,999 in population.

Approximately \$795 thousand in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas less than 50,000 in population.

Application due date to regional planning agency is *on or before* **March 29, 2013**.

Application due date to Caltrans is *on or before* **April 19, 2013**.

New Freedom (FTA 5317) - The New Freedom program goals are to provide new public transportation services to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation into society while expanding the transportation mobility options available to persons with disabilities beyond requirements of the Americans with Disabilities Act of 1990.

Approximately \$950 thousand in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas 50,000 to 199,999 in population.

Approximately \$481 thousand in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas less than 50,000 in population.

Application due date to regional planning agency is *on or before* **March 29, 2013**.

Application due date to Caltrans is *on or before* **April 19, 2013**.

Rural Transit & Intercity Bus (FTA 5311) - Section 5311 is a non-urbanized area formula funding grant program. This federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census. The California State Department of Transportation Division of Mass Transportation is the delegated grantee.

5311 funding is apportioned as follows:

- **75% Regional Apportionment** -- is distributed to non-urban areas based on population through Transportation Planning Agencies whose county or region contains a non-urbanized area as identified by the United State Census Bureau. This Regional Apportionment is based on the population.
- **15% Intercity Bus Program** -- is apportioned to the Intercity Bus Program (FTA 5311(f) which promotes intercity transit in the non-urbanized areas of the state.
- **10% State Administrative Expenses**-- is distributed to administer both the 5311 & 5311(f) grant funding programs.

An estimated \$25.1 million will be allocated to enhance public transportation in rural areas during this cycle. This amount excludes the amount allowable for program administration and 5311(f) discretionary funding.

Moving Ahead for Progress in the 21st Century (MAP-21) repealed the Job Access Reverse Commute (JARC) Program. However, JARC-like projects can now be funded under the Section 5311 Program.

Application due date to Caltrans is *on or before* **April 5, 2013**. All FFY 2013 projects must be programmed prior to the Division's submittal to FTA. *(Stone)*

Action: Information and Discussion Only

G. Sacramento Valley Voice Trip – Legislative Platform

Summary: The San Joaquin Valley Regional Policy Council has formulated a Legislative Platform for the Sacramento Valley Voice Trip (March 13-14, 2013). The draft platform was prepared by the Valley Legislative Affairs Committee. The areas that have been identified as priorities will focus on issues related to funding in the San Joaquin Valley for transportation projects, community revitalization, job creation and air quality. The Directors of the San Joaquin Valley Regional Transportation Planning Agencies discussed the draft legislative platform on December 4, 2012, and the SJV Policy Council approved the legislative platform at its December 14, 2012, meeting in Madera. *(Taylor, Findley)*

Action: Information and Discussion

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Public Hearing: 2013 Federal Transportation Improvement Program – Formal Amendment No. 2 Resolution 2012-07

Summary:

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #2 TO THE 2013 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on January 23, 2013 at 3 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #2 to the 2013 Federal Transportation Improvement Program. The purpose of the hearing is to receive public comments.

- The 2013 FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years that are eligible to proceed without a conformity determination.
- The Draft Amendment #2 to the 2013 FTIP is a Type 3 amendment that contains project phases and/or projects that have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects are exempt, no further conformity determination is required.

A concurrent 7-day public review and comment period will commence on January 17, 2013 and conclude January 23, 2013 at 3:00 p.m. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at <http://www.maderactc.org/>.

Public comments are welcomed at the hearing, or may be submitted in writing by 3:00 p.m. on January 23, 2013 to Jeff Findley at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission at a regularly scheduled meeting to be held on January 23, 2013. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Jeff Findley, Transportation Planner
Madera County Transportation Commission
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Madera, CA 93637
(559) 975-9465
jeff@maderactc.org

(Findley)

Action: Approve the Madera County 2012 FTIP Resolution 12-07 Amendment No. 2.

B. San Joaquin Valley Regional Rail Governance Joint Powers Agreement

Summary: On September 29th, the “Intercity Passenger Rail Act of 2012” authored by Assembly member Cathleen Galgiani was signed by the Governor. Assembly Bill 1779 reauthorizes regional government agencies’ ability to form a Joint Powers Authority (JPA) for the San Joaquin Corridor. Following the model of the Capitol Corridor Joint Powers Authority, AB 1779 is permissive legislation which would enable regional governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Stockton-Sacramento-Oakland.

AB 1779 defines the composition of the SJJPA, and extends the time for creating the SJJPA and executing an interagency transfer agreement with the Department of Transportation to June 30, 2015. In order to transfer responsibility of the San Joaquin intercity passenger rail service to the SJJPA, AB 1779 requires that the transfer must result in administrative or operating cost reductions. With this measure, the SJJPA is required to protect existing services and facilities and seek to expand service as warranted by ridership and available revenue. Increases in the San Joaquin intercity rail service and ridership will result in more jobs, improved air quality, and will help promote sustainable development in the San Joaquin Valley. Under the provisions of AB 1779, the state will continue to provide the funding necessary for service operations, administration and

marketing. Furthermore, Caltrans Division of Rail would remain responsible for the development of the Statewide Rail Plan and the coordination and integration between the three state-supported intercity passenger rail services.

The next step towards regional governance of the San Joaquin rail service is the formation of the SJJPA. It is hoped that this can be accomplished by early 2013. The Board shall be composed of not more than eleven members, with up to one each from the Boards of the following:

- Sacramento Regional Transit District
- San Joaquin Regional Rail Commission
- Stanislaus Council of Governments
- Merced County Association of Governments
- Madera County Transportation Commission
- Fresno Council of Governments
- Kings County Association of Governments
- Tulare County Association of Governments
- Kern Council of Governments
- A regional transportation agency or rail transit operator that serves Contra Costa County – member to be appointed by the Contra Costa Transportation Authority
- A regional transportation agency or rail transit operator that serves Alameda County – member to be appointed by the Alameda County Board of Supervisors

The SJJPA can be formed once six of the eleven potential Member Agencies sign the San Joaquin Joint Exercise of Powers Agreement (JEPA) and appoint members (a Board Member and an Alternate) to the Board. Alternates shall have the same qualifications as their respective Board Member. Each signatory Member Agency to the San Joaquin JEPA shall have appointed its members to the SJJPA Board prior to and as a condition of its executing the San Joaquin JEPA. The San Joaquin JEPA is included as an attachment to this item.

Once the SJJPA has been established, the SJJPA Board will establish criteria and select a Managing Agency of the SJJPA that shall provide all the necessary administrative support to the SJJPA. The Managing Agency will be responsible for developing the SJJPA's Business Plans and will negotiate the interagency transfer agreement with the Department of Transportation.

The San Joaquin JEPA has been reviewed by MCTC's legal counsel and by staff, and staff participated in the development of this JEPA.

No funding, debt, or financial obligation is created against MCTC solely as a consequence of executing the San Joaquin JEPA and no funding, debt, or financial obligation approved by the SJJPA Board and/or incurred by the SJJPA shall be binding against the MCTC unless and until specifically ratified by MCTC's Board.
(Stone)

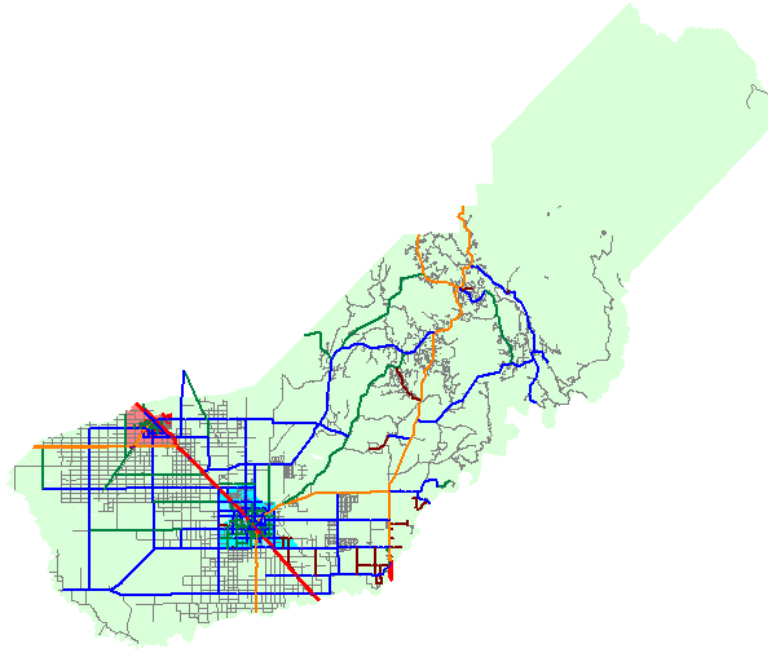
Action: Approve the San Joaquin Regional Rail Governance Joint Powers Agreement; appoint a member of the MCTC Governing Board to be a Board Member of the SJJPA and another member of the Governing Board as an Alternate for the SJJPA Board.

C. MaderaCTC 2010 Travel Demand Model (Base Year) and SCS Development Tools

Summary:

MaderaCTC 2010 Travel Demand Model

The Madera County travel model was updated along with the travel models for the other seven counties in the San Joaquin Valley as part of the San Joaquin Valley Model Improvement Program (MIP). The MIP process resulted in a model that produced aggregate travel estimates in the county that would respond appropriately to land use and policy changes, and could be used for countywide air quality analysis. The model has since been adjusted to generate improved validation results at individual locations in Madera County.



TxD Model Post Processor

“TxD” refers to a travel model post processor developed by Fehr & Peers under contract to the California Department of Transportation (Caltrans). This post-processor has been endorsed for use in SCS and RTP scenario analysis by Caltrans and other agencies.

The TxD process adjusts the vehicle trip and vehicle miles travelled (VMT) results from a travel model (such as MCTC’s Cube Model). The adjustments are based on statistical analysis of the difference in sensitivity of the travel model to small-scale land use changes compared to the sensitivity of set of parcelbased regression models. The Sequential D Models were created using 2008-9 National Household Travel Survey data to measure the statistical relationship between “D” variables and VMT.

Cube Land

Cube Land is a socio-economic land use allocation forecasting model for Cube. It allocates regional control totals of households and jobs to transportation analysis zones based upon network accessibility and other relevant factors. Cube Land was designed for easy integration with Cube Voyager and ArcGIS.

Inputs:

- Control totals of households and jobs by type
- Transportation accessibility measures by zone
- Any other relevant data and/or policies by zone

Outputs:

- Households and jobs by type in each zone
- Land uses by category in each zone
- Relative rental values of land uses by zone

Practical Motivations:

- Models with feedback to land use can provide more accurate and realistic numbers
- Forecasted project traffic/ridership will be different if land uses change

Policy Motivations:

- NEPA and CEQA regulations require that project sponsors consider indirect effects, such as induced growth and land use



- changes, as well as cumulative effects of projects
- In California, AB 32 and SB 375 require MPOs to develop SCS (or APS) to meet GHG reduction targets via integrated land use and transportation planning efforts
- Travel models with feedback to land use are not necessarily required but are better

(Winning)

Action: Accept the MaderaCTC 2010 Model (Base Year) and direct Staff to utilize the 2010 Model and tools for 2014 RTP/SCS Scenario Development.

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

VI. ADMINISTRATIVE CONSENT ITEMS

A. Transportation Development Act (LTF) – Allocations, LTF Resolution 12-09 Amendment No. 2

Summary: At the September 19, 2012 Board Meeting, the MCTC Board approved the FY 2012/13 revised LTF apportionment. Included in your package is an allocation amendment from the City of Madera for LTF as a result of the revised LTF apportionment as well as to carryover balances from FY 11/12. *(McNeil)*

Action: Approve Transportation Development Act (LTF) – Fund Allocations, LTF Resolution 12-09 Amendment No. 2

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. DRAFT 2013-14 Overall Work Program and Budget

Summary: Included in your package is a copy of the DRAFT 2013-14 MCTC Overall Work Program (OWP) and Budget. This document is prepared annually pursuant to Caltrans guidelines and was 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 May 2013 meeting.

The Annual Group Meeting which includes the federal and state agency review group is scheduled to meet with MCTC staff on March 4, 2013 to review the OWP. *(Taylor, McNeil)*

Action: Authorize circulation of Draft 2013-14 MCTC Overall Work Program for agency review

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. AUTHORITY – CONSENT ITEMS

A. None

IX. AUTHORITY – ACTION/DISCUSSION ITEMS

A. FY 2012/13 Annual Work Program Amendment No. 1

Summary: Due to multiple unanticipated planning and delivery issues, a programming change is needed for the 4th Street Widening project.

For Phase II, which has already been authorized for construction, it is recommended that the construction phase be increased by \$150,000 and the design phase by \$50,000.

For Phase I, it is recommended to decrease the construction phase by \$230,000 and increase the design phase by \$200,000. These changes result in a net increase to the project of \$170,000. Of this increase \$4,000 will come from REGIONAL funds and \$166,000 will come from FLEX funds. The design phase increases are due to a change in earthquake standards, converting the bridge from 5 to 6 lanes, and having to widen the off ramp to two lanes instead of one. The increase in Phase II construction costs are due to higher than anticipated costs in change orders.

Also, a programming change to the SR 99 6-Lane Widening project from Ave 12 to Ave 17 and Ave 17 Interchange Reconstruction is recommended to help save about \$1 million on the environmental study and to help accelerate the delivery of the project by at least 2 years. It is recommended that \$500,000 of additional FLEX funds be programmed to the environmental phase and then move \$1 million of STIP funds to the design phase.

A copy of the proposed amended AWP can be found on MCTC's website. (*Winning, McNeil*)

Action: Approve FY 2012/13 Annual Work Program Amendment No.1

B. City of Madera Authorization to Proceed (Construction) – 4th Street Widening Phase I - Resolution 13-01

Summary: The current schedule to advertise for construction bids for 4th Street Widening at SR 99 - Phase I is February 2013. The cost estimate for construction and construction engineering is **\$6,020,000**. A copy of the plans and specifications was received from the City of Madera and is on file with the MCTA.

Phase I consists of the widening of 4th Street from “K” Street to UPRR. The funding of the 4th Street Widening project Phase I is as follows:

1. MCTA – Measure T Tier 1/Flex Funds = **\$872,000**
2. STIP – RIP Funds = **\$5,148,000**

MCTC Staff recommends that the MCTA Board approve an allocation in the amount of **\$872,000** and authorize the City of Madera to proceed to advertise for construction bids for 4th Street Widening Phase I. (*McNeil, Winning*)

Action: Authorize the City of Madera to Proceed (**\$872 thousand CON**) with 4th Street Widening Phase I by Resolution 13-01.

X. Miscellaneous

- A. Election of Officers
- B. Items from Caltrans
- C. Items from Staff
- D. Items from Commissioners

XI. Adjournment
