

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, January 21, 2009

Time: 3:00 p.m.

Place: MCTC Board Chambers

Members Present: Chairman Sam Armentrout – Councilman, City of Madera
Vice Chairman Max Rodriguez – Supervisor, Madera County
Frank Bigelow – Supervisor, Madera County
Robert Poythress – Councilman, City of Madera
Jim Kopshever – Councilman, City of Chowchilla
Vern Moss – Supervisor, Madera County

Members Absent: None

Policy Advisory Committee: Above Members present and Caltrans Representatives:
Steve Curti

MCTC Staff Present: Patricia S. Taylor, Executive Director
Derek Winning, Deputy Director
Troy McNeil, Fiscal Supervisor
Richard Poythress, Planner I
Sheila Kingsley, Administrative Assistant

MCTC sitting as the Transportation Policy Committee.

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.

III. TRANSPORTATION CONSENT ITEMS

A. *Fresno-Madera Freeway/Interchange Deficiency Study – Phase II – Final Report*

The purpose of the Fresno-Madera Metropolitan Freeway/Interchange Deficiency Study is to determine, based on projected population growth and build out of existing general plans, the costs of infrastructure improvements to accommodate such growth. Included in the Commissioner's packet was a copy of the final report for Phase II of the project.

The study examines the existing regional freeway and interchange systems as it relates to current and proposed land uses and population and economic growth projects through the year 2020. It identifies likely deficiencies and anticipates necessary improvements of the freeway/interchange systems resulting from the build-out of land use plans. Strategies and tools needed for the designing and eventual upgrading of these transportation facilities is identified in this assessment, as are costs of the improvements. Finally, methods to finance these improvements are explored.

The Council of Fresno County Governments applied for a grant to fund Phase II of the Fresno-Madera County Freeway Interchange Deficiency Study. The contract was awarded in November 2006. The initial kickoff meeting was held in January 2007 and the final report was completed in November 2008. The

primary focus of Phase II was to develop and gain political support for a Regional Impact Fee Program to fund the interchange projects identified in Phase I. The report can be downloaded at <http://www.fresnocog.org/>.

Action: Information and Discussion Only.

B. 2008 Annual Listing of Projects

SAFETEA-LU 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 2008 Annual Listing of Projects on the MCTC Website at <http://www.maderactc.org>.

Included in the Commissioner's packet was a copy of the listing of federally funded projects that were obligated during FY 2007-08. The project obligations are shown by specific program and project phase (i.e. preliminary engineering, right-of-way acquisition, and construction).

Action: Information and Discussion Only.

C. Section 5311 Program of Projects

The Section 5311 program is the Federal Transit Administration (FTA) Non-Urbanized Area Formula Grant Program. The FTA, on behalf of the U. S. Secretary of Transportation, annually allocates apportioned Section 5311 funds to the governor of each state. Caltrans is the delegated recipient in California. The Section 5311 program provides funding for public transportation projects serving areas that are outside of an urban boundary with a population of 50,000 or less. Funds may be used for capital, operating, planning or technical assistance projects. With these funds the mobility needs of rural transit users can be both supported and enhanced. Section 5311 Program grants are intended to provide access to employment, education and health care, shopping and recreation. In order to apply for Section 5311 funds, MCTC is required to submit a program of projects (POP). A POP is the form that is used to identify the regional apportionment and flexible funded projects that the Transportation Planning Agency approves for the subrecipients within its jurisdiction. The subrecipients in the county of Madera include the City of Chowchilla and the County of Madera. Included in the Commissioner's packet was a copy of the FFY 2009 POP for the Madera region.

Action: Information and Discussion Only.

D. FY 2009-2010 Transportation Planning Grants Application

The California Department of Transportation (Caltrans) released its applications for Fiscal Year 2009-10 Transportation Planning Grant Programs. The funds available for the six grant programs identified in your package may be used for a wide range of transportation planning projects. The six programs are as follows:

1. Environmental Justice: Context-Sensitive Planning
2. Community- Based Transportation Planning
3. Partnership Planning (FHWA)
4. Statewide Transit Planning Studies
5. Transit Planning Assistance
6. Transit Professional Development

Application deadline is April 1, 2009. Additional information is available at <http://www.dot.ca.gov/hq/tpp/grants.html>

Action: Information and Discussion Only.

E. 2008 California Transportation Commission (CTC) Annual Report to the California Legislature

The 2008 Annual Report to the California Legislature is now posted on the Commission's website at <http://www.dot.ca.gov/hq/ctc/annualreport/2008/2008report.html>. Included in the Commissioner's packet was a copy of

<http://www.dot.ca.gov/hq/transprog/ctcliaison.htm> . Included in the Commissioner's packet was a copy of the Chair and Vice Chair letter of transmittal to the Legislature; Issues for 2009; and Overview of 2008.

Issues for 2009 are as follows:

- Resolving California's Budget Challenges;
- Facilitating Economic Stimulus;
- Incorporating Greenhouse Gas Reductions in Transportation; and
- Focusing Funding on Rehabilitation and Implementing Prop 1B

Action: Information and Discussion Only.

Transportation Consent Calendar Action: Upon motion by Commissioner Moss, seconded by Commissioner Poythress to approve the Transportation Consent Calendar (Item III A-E). A vote was called and the motion carried.

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. 2009 Federal Transportation Improvement Program – Resolution 08-11 Amendment No. 3

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #3 TO THE 2009 INTERIM FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
AND
CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on December 17, 2008 at 3 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) and corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments.

- The 2009 Interim 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 #3 to the 2009 Interim FTIP contains project phases and/or projects that were not included in the 2009 Interim TIP.
- The Draft Conformity Analysis contains the documentation to support a finding that the Draft Amendment #3 meets the air quality conformity requirements for ozone and particulate matter.

A concurrent 30-day public review and comment period will commence on November 21, 2008 and conclude December 22, 2008 at 5pm. 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 5pm on December 22, 2008 to Derek Winning at the address below.

The documents will then be submitted to state and federal agencies for approval after the Madera County Transportation Commission adopts the 2009 FTIP and Resolution 08-11 Amendment #3 at their January 21, 2009 meeting.

Contact Person: Derek Winning, Deputy Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 975-9465
derek@maderactc.org

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Kopshever to approve 2009 FTIP Resolution 08-11 Amendment No. 3. A vote was called and the motion carried.

B. *San Joaquin Valley Blueprint Summit – January 26, 2009*

A milestone in planning for the future of the San Joaquin Valley will come when a Valleywide Blueprint Summit will be held in Fresno on January 26, 2009 from 9 a.m. to 3 p.m. Two years of efforts have led up to the advisory vote that will occur at this public event.

The Blueprint process is one of the ways the Land Use, Agriculture and Housing Work Group has been promoting regional consensus for future land use in the San Joaquin Valley. The process has provided the eight counties of the San Joaquin Valley an opportunity to work together to develop better land use and transportation patterns by developing a regional guide for the next four decades.

Metropolitan Planning Organizations (MPOs) in each of the counties have developed local scenarios with a range in levels of residential housing density, modes of travel, and other variables in how we work and live. The housing density targets, selected by six of the counties, range from Fresno County selecting a "highly connected city centers" scenario to Madera County selecting a "low change" scenario. San Joaquin County's council did not vote on a scenario, but transportation planners submitted an "incremental" growth target for housing density. Stanislaus County is the only county MPO that selected a "status quo" scenario based on current densities of the general plans of the individual cities and the county.

UC Davis' Information Center for the Environment (ICE) used input from the eight counties to build regional scenarios for the entire Valley. In November, the Blueprint Regional Advisory Committee (BRAC), which includes individuals from all eight Valley counties as well as representatives from organizations essential to implementation of policies, recommended the selection of the "hybrid" scenario, which is viewed by some as the scenario with the greatest potential to produce outcomes that will meet the new state global warming laws. At the Blueprint Summit in January, the public will have the opportunity to evaluate the regional scenarios and make their scenario recommendation as well.

Following the summit, the San Joaquin Valley Policy Council, which consists of two elected officials from the governing boards of the MPOs from each of the eight counties, will decide whether to accept the recommendations from the summit and BRAC. Following the Policy Council's action, each county's supervisors and all of the city council members in the San Joaquin Valley will vote on ratification of the final regional blueprint. The outcome could be a framework for the future of the region; but the blueprint is not binding in itself, and local land use decisions will ultimately be up to local officials.

To register for the Blueprint Summit, please visit <http://www.valleyblueprint.org/summit.html>. The registration fee is \$35 in advance, and scholarships are available for those who are unable to pay. Registration and scholarship forms are due January 19, 2009. For more information, please see the registration form included in the Commissioner's packet.

Action: Information and Discussion Only.

C. *Federal Economic Stimulus Package*

In response to the recent economic downturn and in hopes of reinvigorating the national economy, President Obama has proposed a comprehensive federal economic stimulus program, which will include a substantial investment in transportation infrastructure. Congressional leaders in both the House of Representatives and the Senate are still drafting the final version of the stimulus bill, however, after consultation with state and federal agencies, several key provisions of the bill are beginning to crystallize.

The President had expressed a desire to sign the bill immediately upon inauguration, however, Congressional leaders have indicated that passage is unlikely before mid-February. The final amount of stimulus proposed by the bill remains uncertain, but state sources have indicated that a value of \$30 billion for transportation is likely. Of that, state officials estimate that approximately \$3 billion in transportation funding would be available to the State of California as determined by the federal STP formula. Unless otherwise stated in the

federal legislation, California's transportation share would default to Caltrans for use in the SHOPP and STIP programs.

CALCOG, CalRTPA, and the San Joaquin Valley COG directors are currently petitioning for state legislation that would allocate the stimulus funding directly to regional transportation agencies. Under the proposed plan, approximately two-thirds of the stimulus would be allocated directly to RTPAs and local agencies based on the regional STP formula. One-third would be retained by Caltrans for use in the SHOPP and STIP. Included in your package are a list of principles for the stimulus plan drafted by CALCOG, a letter from the SJV COG directors requesting regulatory relief for stimulus projects, and several spreadsheets listing \$116 million in both regional and local projects in Madera County that may be able to make use of stimulus funding.

Since the purpose of the stimulus bill is to effect immediate economic recovery, Congress has proposed a strict timetable designed to expedite the expenditure of stimulus funds. Details are unclear, but it is likely that at least a portion of the stimulus funding will be reserved for projects that can ensure signed contracts for construction within 90 to 120 days of the enactment of the bill. Other stimulus projects may extend that deadline up to six months or a year from the date of enactment. In either case, stimulus projects will be confined to a tight schedule, and the San Joaquin Valley MPOs are seeking relief from federal FTIP and air quality conformity regulations to meet that schedule.

Assuming that the value of the stimulus does not change dramatically and that the CALCOG proposal of RSTP apportionment is adopted, MCTC may be eligible to receive approximately \$2.5 million from the bill.

Action: Information and Discussion Only.

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

Action: The Commission unanimously approved to reaffirm all actions taken while sitting as the Transportation Policy Committee.

VI. ADMINISTRATIVE CONSENT ITEMS

A. *Executive Minutes of November 19, 2008 and Public Hearing Minutes of December 17, 2008*

Included in the Commissioner's packet were copies of the November 19, 2008 and Public Hearing Minutes of December 17, 2008 Executive Minutes for review.

Action: Approve Executive Minutes of November 19, 2008 and Public Hearing Minutes of December 17, 2008.

B. *City of Madera 2004-05; and 2005-06 Fiscal and Compliance Audit Reports for LTF and STA*

MCTC received the Report of Examination of Revenues and Expenses of the Transportation Development Act (TDA) allocations for the Fiscal Years ended June 30, 2005 and June 30, 2006 for the City of Madera. This report was done in accordance with Section 99245 of the Public Utilities Code by Dedekian, George, Small & Markarian Accountancy Corporation.

Staff was pleased to report that there are no adverse findings.

Action: Approve the Report of TDA allocations for Fiscal Years ended June 30, 2005 and June 30, 2006 – City of Madera.

Administrative Consent Calendar Action

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Rodriguez to approved the Administrative Consent Calendar. A vote was called and the motion carried.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. *Triennial Performance Audit – Fiscal Years 2005/06; 2006/07 & 2007/08*

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). In October 2008, the Board authorized staff to contract with Moore & Associates to conduct the Triennial Performance Audit. Included in the Commissioner's packet was a copy of the performance audit report. The audit concluded that MCTC adheres to Transportation Development Act regulations in an efficient and effective manner with two exceptions:

- The MCTC did not complete the required Triennial Performance Audit for FY 2004/05;
- An independent auditor report has yet to be submitted for FY 2006/07.

In 2004/05 staff mistakenly determined that a performance audit was not required because MCTC receives funds through Article 8. However, it was brought to staff's attention that a performance audit is required of the RTPA but not of the operators. When staff was made aware of this error, staff then proceeded with this current performance audit to put MCTC back on schedule.

The audit report for FY 2006/07 was delayed because of the Caltrans Audit that has taken over a year to complete. With the Caltrans Audit nearly finalized the audit for FY 2006/07 is near completion and should be presented at the next Board meeting.

As part of this performance audit, Moore & Associates made three recommendations to MCTC:

1. Ensure a triennial performance audit is completed according to TDA guidelines every three years and submitted to the California Department of Transportation;
2. Ensure any issues related to the preparation and submission of annual fiscal audits are resolved and future audits are submitted as required;
3. Adopt a comprehensive set of goals and objectives governing MCTC's internal procedures and operations.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Moss to accept the Triennial Performance Audit for FY 2005/06 through 2007/08. A vote was called and the motion carried.

B. *FY 2008-09 Overall Work Program – Budget Amendment No. 2*

Included in the Commissioner's packet was a copy of a letter to Caltrans requesting the amendment; copy of the amended budget, amended OWP spreadsheet and amended work elements. The revised Budget is \$1,056,539 (reduced \$96,138 from prior amendment). The amendment reflects the deletion of an employment position in the 2008-09 budget; year-end carryover balances; and the incorporation of prior direct costs as indirect costs.

The amendment is recognized in the following:

Revenues – (decrease \$96,138)

- FHWA PL – decrease \$32,078
- FTA 5303 – decrease \$4,240
- STIP Planning – decrease \$7,591
- SJV Regional Blueprint carryover – increase \$28,434
- TDA Carryover – decrease \$20,000
- TDA Planning – decrease \$60,663

Salaries and Benefits – (decrease \$119,572)

- Salaries – decrease \$79,640
- ICMA 401(a) – decrease \$11,946
- FICA, Employer – decrease \$4,937

- Medicare – decrease \$1,154
 - Worker’s Compensation – decrease \$1,594
 - Health – decrease \$20,301
- Indirect Costs – (decrease \$9,000)
- Telephone/Facsimile/Internet – increase \$2,000
 - Adv/Publications/Public Awareness – increase \$3,000
 - MCTC Audits – decrease \$14,000
- Other Direct Costs – (Increase \$32,434)
- SJV Blueprint – increase \$28,434
 - Public Awareness – decrease \$5,000
 - MCTC TDA Audits – increase \$14,000
 - Financial Services RTP – decrease \$55,000
 - Financial Analysis Services – increase \$50,000

The amendment is reflected in the following OWP Work Elements: Work Element 110 – Regional Transportation Plan & EIR; Work Element 110 – Regional Planning Database; Work Element 111 – Traffic Monitoring Program; Work Element 113 – Air Quality Transportation Planning; Work Element 120 – Streets & Highways Planning; Work Element 121 – Highway Project Support; Work Element 130 – Public Transportation; Work Element 140 – Other Modal Elements; Work Element 150 Public Information & Participation; Work Element 200 – Transportation Program Development; Work Element 901 – Local Transportation Funds Administration; Work Element 902 – Overall Work Program & Budget; Work Element 904 – Valley-wide Coordination; Work Element 905 – SJV Regional Blueprint; Work Element 907 – Board Costs & Other Costs; Work Element 900 – MCTC Administration.

Action: Upon motion by Commissioner Moss, seconded by Commissioner Poythress to approve the 2008-09 Overall Work Program and Budget – Amendment No. 2. A vote was called and the motion carried.

C. Draft 2009-10 Overall Work Program and Budget

Included in the Commissioner’s packet was a copy of the DRAFT 2009-10 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 by January 17, 2009. 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 2009 meeting.

The Annual Group Meeting which includes the federal and state agency review group is scheduled to meet with MCTC staff on February 17, 2009 to review the OWP.

Patricia Taylor informed the Board that Caltrans Audits and Investigations is completing its audit and that there will be findings related to the Commission’s Financial Management System. Staff is in agreement with the findings and has taken the necessary action to address the findings. A final report will be presented when it becomes available.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Bigelow to authorize circulation of Draft 2009-10 MCTC Overall Work Program for agency review. A vote was called and the motion carried.

D. State Transit Assistance (STA) Funds – Analysis

Supervisor Bigelow at the November Policy Board meeting requested staff to provide a history of the level of funding the Commission has received in State Transit Assistance (STA) funds. Included in the Commissioner’s packet was a copy of staff analysis of STA from 1997 through 2008.

Action: Information and Discussion Only.

VIII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. *State-Local Partnership Program (SLPP) Projects – Resolution 09-01*

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$1 billion to be deposited in the State-Local Partnership Program (SLPP) Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. The Bond Act required a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

In 2008, the Legislature enacted implementing legislation (AB 268) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code. Article 11 defines the purpose and intent of the program, defines the eligibility of applicants, projects, and matching funds, and provides that 95% of program funds will be distributed by formula to match voter-approved transportation taxes and fees and that the remaining 5% will be available for a competitive grant application program to match uniform developer fees. Section 8879.74 requires the Commission to adopt an annual program of projects for the program and to develop and adopt guidelines to implement the program, consistent with Article 11. Initial project allocations are to be made by April 2009.

Earlier legislation to implement the Bond Act (SB 88, 2007) designated the Commission as the administrative agency for the SLPP and mandated that various administrative and reporting requirements be incorporated in the guidelines for all programs established by Proposition 1B.

Madera Region Project Nominations

City of Chowchilla

Measure T Street Improvement Project – Street Rehabilitation - \$257,879 SLPP Funds

City of Madera

Lake Street – Cleveland to Kennedy – Widen to 4 lanes - \$356,121 SLPP Funds

County of Madera

Avenue 12 – Road 36 to Road 37 – Sidewalks - \$150,000 SLPP Funds

The Madera Region's apportionment for FY 2008/09 is \$764,000. Project nominations are due to CTC on February 17, 2009 and on August 15 for each fiscal year thereafter.

Action: Upon motion by Commissioner Moss, seconded by Commissioner Poythress to approve Madera Region's SLPP project nominations to the California Transportation Commission by Resolution 09-01. A vote was called and the motion carried.

B. *Measure "T" Bonding Update*

A cash flow analysis of Measure T revenues and expenditures show funds available for an interprogram loan of approximately \$1.5 million for the City of Chowchilla CIP. These funds can be made available prior to consummation of a private placement bond of \$6 million for the Ellis overcrossing project.

Earlier this year, The City of Chowchilla indicated a desire to obtain financing (approximately \$2.5 million) to deliver several projects in its Capital Improvement Program (CIP). Under the pay as you go Measure T cash flow for the City of Chowchilla, it would take approximately 6 years to obtain the necessary revenues to deliver the program. MCTA Staff had its financial consultant run a cash flow model with several options to obtain the necessary funding for the CIP projects. It was determined that the optimum strategy is to coordinate the Chowchilla CIP financing with another project that also required financing for timely delivery (City of Madera Ellis OC project). The Ellis OC project qualifies for tax free revenue bonds which

can provide the lowest interest rate associated with local sales tax district revenues. A bond finance of approximately \$6 million for the Ellis OC would free up the necessary cash on hand to provide the City of Chowchilla two small inter-program loans of approximately \$1.2 million in 2009 and \$1.5 million in 2011 consistent with the Chowchilla CIP delivery schedule with a repayment schedule of about 10 years. This finance plan could potentially save the City of Chowchilla about \$1.8 million in finance charges versus an independent finance action.

City of Chowchilla staff has indicated that the inter-program loan for 2009 could be needed as early as the spring of 2009 to ensure that the summer construction season is fully utilized. Optimally the MCTA would obtain the necessary bond revenue for the Ellis OC which provides the excess cash on hand to pay its obligations in 2009 and beyond prior to providing the inter-program loan to Chowchilla. The delivery schedule for the Ellis OC as it stands today will allow for an unimpeded delivery of the Chowchilla CIP beginning this spring. The NEPA approval for the project is scheduled for November 2008 which at that point qualifies the project for revenue bond financing. However, because of the \$8.5 million STIP funding component of the project it is prudent to time the bond financing with a CTC allocation vote on the project. The City of Madera has indicated that upon completion of the Right of Way phase it intends to request a construction allocation in January of 2009 or with potential delays April of 2009 at the latest. MCTA has entered into a contract agreement with KNN Financial Services to obtain a private placement bond of approximately \$6 million against the Ellis OC project. They have indicated that the proceeds can be obtained in just a few weeks (not months) after given the final go ahead. MCTA Staff contends that both of the potential Ellis OC timelines will allow for the successful delivery of the Chowchilla CIP.

Should that prove not to be the case, it is MCTA policy as contained in the Measure T Strategic Plan, which the City of Chowchilla eventually endorsed, to obtain the necessary financing for projects that are ready for construction. A new financial analysis would need to be run, but the following are some options available as a contingency against a delay in the CTC Allocation request for the Ellis OC project:

1. Inter-program loan from available cash on hand. (May be less than the requested \$1.2 million in 2009)
2. Short-term high interest bridge bank loan. (which could be repaid from the eventual Ellis OC bond proceeds)
3. Independent Chowchilla CIP private placement bond. (City would bear all finance charges)

MCTA Staff understands the importance of the timing of the Chowchilla CIP and the MCTA Policy Board support for providing financing to advance the delivery of the program. Ultimately, the delivery of the Chowchilla CIP will be a great success story for the Measure T program. The City has a unique opportunity to deliver a 20 year promise to the taxpayer in just a few short years. MCTA Staff is in full support of this endeavor.

Action: Information and Discussion Only.

IX. Miscellaneous

A. Election of Officers

Chairman Armentrout opened the floor for nomination for Chairman. Commissioner Rodriguez was nominated for Chairman. Seeing there were no other nominations, a motion was called by Commissioner Poythress, seconded by Commissioner Armentrout to close the floor. A motion was called by Commissioner Moss, seconded by Commissioner Poythress to elect Commissioner Rodriguez as Chairman. A vote was called and the motion carried.

Chairman Armentrout opened the floor for nomination for Vice Chairman. Commissioner Kopshever was nominated for Vice Chairman. Seeing there were no other nominations, a motion was called by Commissioner Moss, seconded by Commissioner Rodriguez to close the floor. A motion was called by Commissioner Moss, seconded by Commissioner Rodriguez to elect Commissioner Kopshever as Vice Chairman. A vote was called and the motion carried.

B. Items From Caltrans

Steve Curti stated that current projects in Madera County will not be effected by the States financial crisis at this time.

C. Items from Staff

Patricia Taylor reported that the Safe Route to School Cycle 8 call for projects grant is available and provided the Commissioners with a flyer that included information related to Cycle 8.

D. Items from Commissioners

Commissioner Rodriguez informed the Board that Supervisor Bigelow will be replaced by Supervisor Tom Wheeler representing the County of Madera.

X. Adjournment

Meeting adjourned at 4:10 p.m.

Next MCTC meeting set for Wednesday, February 18, 2009

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission