

# MADERA COUNTY TRANSPORTATION COMMISSION

## EXECUTIVE MINUTES

**Date:** Wednesday, January 22, 2003  
**Time:** 3:50 P.M.  
**Place:** Madera County Government Center,  
Board of Supervisor Chambers

**Members Present:** Chairman Vern D. Moss - Supervisor, Madera County  
Vice-Chair Gordon Skeels - Councilman, City of Madera  
Gary Gilbert - Supervisor, Madera County  
Alfred Ginsburg - Councilman, City of Chowchilla  
M.J. Nabors - Councilman, City of Madera  
Alt. Ronn Dominici - Supervisor, Madera County

**Members Absent:** Frank Bigelow - Supervisor, Madera County

**Policy Advisory Committee:** Above Members present and Caltrans Representatives:  
Paul Marquez

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

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### I. 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.

Mike Fuller, Executive Director, Maderans Making a Difference, introduced himself and explained to the Board that M.M.D. submitted a grant to the Air District for funding from the REMOVE program to develop a community portal. The portal will be designed to include transportation.

### III. Meeting Minutes of December 4, 2002

Upon motion by Commissioner Nabors, seconded by Commissioner Dominici, to approve the December 4, 2002 Executive Minutes as written. A vote was called and the motion carried.

### IV. Transportation Items

#### A. State Budget Crisis and its impact on Transportation Programs

As you are now aware, the State of California has now determined there will be a "greater than \$34.8 billion" shortfall in the state budget. On December 6, the Governor announced a Mid Year Spending Proposal to try to make up for some of this shortfall. The \$10 billion reduction proposal includes \$1.8 billion in transportation cuts.

The transportation community has been scrambling to determine exactly what this means, both on a broad scale and on a project level. A workshop will be held on January 17, 2003 in Sacramento to discuss the budget crisis and its impact on transportation programs.

*Current Situation*

The current STIP fund estimate far overestimated the amount of money that is now coming in. At the current rate of allocation, the State Highway Account, which funds STIP projects, is projected to have a negative balance of \$173 million by June 2003. By June 2004, the fund will be short \$634 million.

The fund estimate shortfall, plus the budget cuts, means drastic action is necessary.

*The Governor's Proposal*

- Eliminates the Traffic Congestion Relief Program (TCRP) funding for FY 2002/03 and 2003/04
- Reduces anticipated contributions to the State Highway Account from the TCRP by \$147 million in FY 2003/04
- Eliminates the FY 2003/04, and remainder of FY 2002/03 allocation from the State Highway Account (via TCRP) for local streets and roads
- Reduces the State Transit Assistance (STA) funds

In the current fiscal year, the Governor's Proposal would leave the State Highway Account with a cash balance of a mere \$11 million. In FY 2003/04, the deficit would be \$569 million.

**SO WHAT DOES THIS MEAN?**

**1) There is a lot still up in the air.**

While the Governor has made this proposal, the legislature has not had time to respond, let alone act. An initial response is expected by January 10.

Caltrans and the CTC are scrambling to try and analyze the proposals and get a handle on the impacts of various options. The MCTC staff will be deeply involved in these discussions, but it is likely no solid action will be taken in the next few months.

**STATE BUDGET CRISIS**

Faced with all these unknowns, the CTC has taken the following actions to keep things at status quo until we come to agreement on how to deal with the shortfall:

- Action on STIP allocations for FY 2002/03 have been tabled until February
- No advances on STIP allocations from later years will be granted until further notice
- Delegated allocations for Caltrans have been suspended for 6 months
- The CTC will hold a special workshop on January 17 to begin working out an equitable system of dealing with these budget issues

**2) Everyone is going to take a hit.**

The first and most immediate impact is the elimination of the additional funds for local streets and roads that came through the Governor's Traffic Congestion Relief Program (TCRP). This will impact every jurisdiction proportionately. Jurisdictions received their first quarter payment in 2002/03, but the remaining payments for this FY will not be forthcoming.

Since the TCRP also put some additional funds into the STIP, our county shares will also be affected. Those counties with TCRP project earmarks will take by far the biggest hit.

### **3) STIP Impacts will likely occur with the 2004 cycle**

While this will be further discussed at the CTC workshop and subsequent meetings, the early speculation is that the downward adjustments to the fund estimate will be implemented with the 2004 STIP cycle, set to be released this summer. We can expect a situation similar to 1994, with zero additional programming capacity. It is also possible it will be a rerun of 1996, where projects had to be eliminated from the STIP.

The tricky part of the 2004 STIP cycle will be how the TCRP projects are dealt with. Under the Governor's budget proposal, that funding is eliminated, so those projects are no longer funded. TCRP project sponsors, many of whom have already started work on those projects, will be under tremendous pressure to find room in the STIP. If so, that should be done within that county's existing county share.

Rural counties should be vigilant to ensure that TCRP projects moved into the STIP will not have any negative effect on the distribution of county shares. This will include monitoring of the actions of the legislature, who may exert their interests in individual TCRP projects as part of the budget debate.

### **4) Sales Tax Thresholds**

One spin on the current situation is that, as the legislature grapples with these budget deficits, they may be far more likely to allow counties to generate their own funding by lowering the threshold for transportation sales tax approval from its current 2/3, to a more reasonable 50% or 55% majority. Senator Burton and Assemblyman Longville have both indicated willingness to reintroduce this legislative proposal in the current session.

Copies of the Governor's Mid-Year Reduction Proposals are available at [www.dof.ca.gov](http://www.dof.ca.gov). Staff will continue to keep you posted, as more information is available.

**Action:** Information and Discussion Only.

## **B. Memorandum of Understanding (MOU) between MCTC and City of Madera – Transit Operator Agreement**

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have recently reviewed and approved the 2002-03 thru 2004-05 Federal Statewide Transportation Improvement Program (FSTIP) for the State of California. However, both FTA and FHWA indicated some concerns that MPOs throughout the state were failing to comply with several planning requirements, specifically with regard to agreements between MPOs and local transit operators.

Currently the MCTC is not a MPO; however, the MCTC is in the process of designating itself as the MPO for Madera County. Therefore, transit operator agreements will be a requirement of the MCTC. All MPOs in California are required to submit formal documentation of these agreements as required by 23 CFR 450.310 to FTA by January 1, 2003. The MOU included in the agenda package was approved for signature by the City of Madera at its Wednesday, January 8, 2003 meeting. These documents simply reinforce the existing relationship between the organizations, and do not implement any significant policy changes.

Staff recommended that the Policy Board authorize the Executive Director to execute the MOU between MCTC and the City of Madera for coordination of ongoing transit planning and programming federal funds.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Gilbert to authorize the Executive Director to execute the MOU between MCTC and the City of Madera for coordination of ongoing transit planning and programming federal funds. A vote was called and the motion carried.

**C. Draft Memorandum of Understanding (MOU) between MCTC and Caltrans – Comprehensive Transportation Planning**

Included in the package was a copy of the DRAFT Memorandum of Understanding (MOU) between MCTC and Caltrans for Comprehensive Transportation Planning. The MOU is written in accordance with Title 23 of the United States Code (USC) Section 134 and Section 450.104 of the Code of Federal Regulations (CFR) and the Regional Transportation Planning Agency (RTPA) recognized under Title 3, Division 3, Chapter 2, Article II, section 29032 of the Government Code.

The MOU outlines the comprehensive transportation planning process, roles and responsibilities for MCTC acting as the MPO and RTPA for Madera County and Caltrans.

**Action:** Review Draft MOU.

**D. Federal fiscal year 2003 FTA Certifications and Assurances; Metropolitan Transportation Planning Process Certification; Certification of Restrictions on Lobbying; and Drug-Free Workplace Policy Statement**

Included in the package were copies of the following certifications and assurances:

1. Federal Fiscal Year 2003 FTA Certifications and Assurances;
2. Metropolitan Transportation Planning Process Certification; and
3. Certification of Restrictions on Lobbying
4. Drug-Free Workplace Policy Statement

All applicants (MCTC) receiving federal funding agree to comply with all Federal statutes, regulations, executive orders, and administrative guidance when applying for funds by signing various certifications and assurances. In addition to the FTA Certifications and Assurances, the MCTC is required to certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements (certification with listed requirements was included in the package)

Staff recommended that the MCTC Policy Board authorize the Executive Director sign on behalf of the Madera County Transportation Commission (applicant) the FFY 2003 FTA Certifications and Assurances; Metropolitan Transportation Planning Process Certification; and Certification of Restrictions on Lobbying.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Gilbert to authorize the Executive Director to sign the required Certification and Assurances. A vote was called and the motion carried.

**E. Draft Disadvantaged Business Enterprise (DBE) Program for the Madera County Transportation Commission (MCTC)**

The MCTC is required to establish a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC will be eligible to receive federal financial assistance from the DOT and as a condition of receiving this assistance, MCTC is required to sign an assurance that it will comply with 49 CFR Part 26.

The proposed policy of MCTC to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts is as follows:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

The MCTC Project Coordinator has been delegated as the DBE Liaison Officer. In that capacity, the Project Coordinator is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by MCTC in its financial assistance agreements with the California Department of Transportation (Caltrans).

MCTC staff will disseminate this policy statement to all the components of our organization. Staff will distribute this statement to DBE and non-DBE business communities that perform work for us on DOT-assisted contracts by publishing this statement in general circulation, minority-focused and trade association publications.

Staff recommended that the MCTC Policy Board review the Draft DBE Program for MCTC. Staff will report back to the Board with a final Disadvantaged Business Enterprise Program and request authorization for the Executive Director to sign the DBE Program for MCTC and forward the program to Caltrans District 06 Local Assistance Engineer for approval and signature.

**Action:** Review Draft MCTC DBE Program.

**F. STIP Timely Use of Funds Update**

At the beginning of each calendar year, staff prepares a list of all projects with approaching timely use of funds deadlines. All funding programmed in fiscal year 2002/2003 must receive allocation from the California Transportation Commission by June of 2003. As the allocation process requires a minimum of four months to complete, it is prudent to assess progress of projects at this time. The enclosed notice has been forwarded to local agencies for their information.

**Action:** Information and Discussion Only.

**G. Public Hearing:**

- 1. Amendment to the 2002 Federal Transportation Improvement Program (FTIP). Resolution 02-06, Amendment No. 5;**
- 2. Conformity Re-Determination for the 2002 Federal Transportation Improvement Program including Amendments 1-5 and the 2001 RTP. Resolution No. 03-01.**

**1. 2002 FTIP, Amendment No. 5**

In order to complete the federal funding obligation process for the projects shown below, the City of Madera is requesting to amend the 2002 FTIP to carry over Congestion Mitigation and Air Quality Program projects which were previously programmed in the 2000 FTIP. The amendment is as follows:

<b>Fiscal Year</b>	<b>Requested Change</b>
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<b><u>FY 02/03</u></b>	<b><u>Carry over:</u></b> Purchase three CNG cars. Total: \$65,247 (\$57,762 CMAQ; Prior Years - \$7,485 Local)
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	<b><u>Carry over:</u></b> Purchase two CNG pickup trucks - crewcab. Total: \$72,100 (\$63,830 CMAQ; Prior Years - \$8,270 Local)
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	<b><u>Carry over:</u></b> Purchase two CNG utility vehicles (1-ton). Total: \$74,100 (\$66,906 CMAQ; Prior Years - \$7,194 Local)
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**2. Conformity Finding**

The CNG vehicle projects requested by the City of Madera are not exempt from air quality conformity requirements. Although CNG vehicle projects do result in a measurable benefit to air quality, a new conformity finding is required because this type of project was inadvertently omitted from the list of exempt projects in the Clean Air Act. Staff has completed a review of emission reductions expected as a result of implementing the projects listed above. As recorded in the enclosed December 2002 Conformity Re-Determination, the CMAQ projects included in Amendment No. 5 will reduce emissions and therefore will increase the margin by which emission tests were passed prior to addition of the CNG vehicle projects.

A 30-day public comment period is required to comply with air quality conformity regulations. The 30-day public comment period for Amendment No. 5 and the related conformity analysis began on Thursday, December 22, 2002 and will end on Friday, January 24, 2003. **It is requested that the Commission authorize the MCTC Chair and the MCTC Executive Director to approve (a) Resolution 02-06, Amendment No 5 and (b) Resolution 03-01 on January 24, 2003 if no comments other than minor corrections to be incorporated into the final documents are received by the end of the public comment period.** If no adverse comments are received and the amendment and conformity analysis are signed on January 24, 2002, the documents will be delivered to the Fresno County Council of Governments on January 24, 2002 for conformity finding by the designated Metropolitan Planning Organization as required. To date, no comments concerning this amendment have been received.

The subject documents are enclosed for the Commission's consideration.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Dominici to authorize the MCTC Chair and MCTC Executive Director to approve (1) the 2002 Federal Transportation Improvement Program Resolution 02-06, Amendment No. 5 and (2) the Conformity Re-Determination

for the 2002 Federal Transportation Improvement Program including Amendments No. 1-5 and the 2001 RTP; Resolution No. 03-01 if no comments other than minor corrections to be incorporated into the final document are received during the 30-day public comment period. A vote was called and the motion passed.

**H. Amendment to the 2002 Federal Transportation Improvement Program. Resolution 02-06, Amendment No. 6**

The following projects have been requested for inclusion in the 2002 Federal Transportation Improvement Program.

The City of Chowchilla was requesting to program the following project in the Federal Transit Administration Section 5311 Program:

1. FY 02/03 – City of Chowchilla – Section 5311 Operating Assistance. Total Project Cost - \$150,000 (\$12,514 Section 5311; \$137,486 Local).

The County of Madera was requesting to program the following project in the Federal Transit Administration Section 5311 Program:

1. FY 02/03 – County of Madera – Section 5311 Operating Assistance. Total Project Cost - \$300,000 (\$95,562 Section 5311; \$204,438 Local).

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Gilbert to approve amendment to the 2002 Federal Transportation Improvement Program by Resolution 02-06 Amendment No. 6. A vote was called and the motion carried.

**I. Federally Funded FY 2001-02 Annual Listing of Projects**

TEA-21 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 in the Federal Transportation Improvement Program (FTIP). MCTC staff recently published a notice in the Madera Tribune advising the public that the annual listing is available. Staff will provide copies to interested parties.

Included the package was a listing of federally funded projects that were obligated during FY 2001-02. The project obligations are shown by specific program and project phase (i.e. preliminary engineering, right-of-way acquisition, and construction). This listing meets the requirements of Federal Law.

**Action:** Information and Discussion Only.

**J. Madera County Transit Services – Update**

The MCTC Policy Board at its July 17, 2002 meeting requested that a mid-year report be given on the performance of the Madera County Transit Services. Several Board Members noted the high cost per passenger of the Madera County Connection (MCC) as a concern.

The County of Madera formed a Transportation Marketing Committee in 2002 that has focused its efforts on increasing the ridership of the County's transit services including MCC. Although the Committee's programs have not yet been fully implemented, there has been a resulting 61.0% increase in MCC ridership for July-December 2002 compared to that same period in 2001. MCC ridership has increased 32.0% for July-Dec. 2002 compared to the period of Jan.-June 2002. The following table

shows the actual ridership figures broken down in 6-month segments for this 18- month old demonstration service:

Madera County Connection (MCC) Ridership

Period 1: July – December 2001	1,507
Period 2: January – June 2002	1,841
Period 3: July – December 2002	2,428

The actual cost per passenger for FY 2001-02 was \$69.45 compared to an estimated \$57.15 for the first half of FY 2002-03. The farebox return has remained steady at 3.0%, which is well below the 10.0% farebox ratio required by the state. These figures do not include the recent La Vina expansion that will cost approximately \$35 thousand to operate annually.

The County of Madera is currently working on its FY 2003-04 budget for this program that may include alternatives to reduce the cost of the system in an effort to meet the State Transportation Development Act (TDA) 10% farebox requirement.

Included in the package was a table of Madera County Public Transit Systems Performance Indicators and a table and graph of The Madera County Connection (MCC) Ridership Trends.

**Action:** Information and Discussion Only. Policy Board requested staff to report back at the next meeting with information related to the rider-ship demographics.

**K. TEA-21 Reauthorization Projects for Madera County**

Included in the package was a letter written by staff to Senator Boxer requesting the Committee working on the reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century to consider projects in the Madera County area. A list of projects were attached to the letter for committee consideration and those projects are as follows:

- Fwy 99 and Ave 12 Interchange Improvement (\$10,695,000).
- SR 41 Widening through Rocky Cut: Hwy 145 – Road 200.
- SR 233/SR 99 Interchange (\$18,000,000)
- SR 41 Fwy Extension: Ave 11 – Ave 12 including 4 lane fwy & interchange @ Ave 12 w/ transition (\$31,425,000).
- Fwy 99 and Hwy 145 overcrossing – widening (\$8,550,000).
- 4<sup>th</sup> Street / SR 99 Interchange: widen to four lanes with left turn lanes, traffic control on and off ramps (\$6,000,000)
- Ellis St/Ave 16 @ Fwy 99: Construct new overcrossing; includes connection to IC @ Ave 16 & widening of Ave 16 between Schnoor to SR 99 to 4 lanes (\$10,000,000).

**Action:** Information and Discussion Only.

**L. California Transportation Commission (CTC) Annual Report to the California Legislature**

Included in the package was a copy of a letter from the CTC Chair transmitting the CTC's 2002 Annual Report to the California Legislature, prepare pursuant to Government Code Section 14535-14536. this report identifies and discusses key transportation issues for the coming year 2003 and also reviews accomplishments during the year just ended. This year's report also contains information in compliance with reporting requirements pursuant to Government Code Section 14556.6 regarding the Traffic Congestion Relief Program, Government Code Section 14529.15 regarding reform of the STIP

process pursuant to SB 45 (1997) and Government Code 14536 regarding the impacts of loans and transfers from the State Highway Account.

The report identifies the following issues for the upcoming year – 2003:

- Trends and Outlook for Transportation Funding and Delivery;
- Federal Transportation Reauthorization;
- Intercity Rail Outlook; and
- Making Transportation and Land Use Work Together

2002 Activity and Accomplishments are as follows:

- Traffic Congestion Relief Program
- 2002 State Transportation Improvement Program (STIP)
- 2002 Report on County and Interregional Share Balances (ITIP)
- 2001-02 Project Delivery
- Rural Counties Task Force

*Action:* Information and Discussion Only.

#### **M. California Transportation Plan (CTP) – Workshop**

The draft California Transportation Plan (CTP) has been released for public review.

Included in the package was a copy of the California Transportation Plan brochure, entitled “Connecting Californians”. The brochure contains the draft plan’s vision, goals and strategies, rural transportation issues, policies, action plan, and questionnaire.

Caltrans is sponsoring six regional workshops for the CTP throughout the State in January and February 2003. A regional workshop is scheduled for Thursday, February 13, 2003 from 8:30 a.m. to 11:30 a.m. at the Radisson Hotel & Conference Center, 2233 Ventura Street, in Fresno.

The public review period for the draft CTP ends on March 7, 2003.

*Action:* Information and Discussion Only.

#### **V. Administrative/Fiscal Items**

##### **A. FY 2001/02 Local Transportation Funds – Resolution 01-10 Amendment No. 4**

The City of Madera requested to carryover and reprogram Local Transportation Funds. The request is as follows:

- Fresno River Trail – carryover \$25,426 from FY 1999-00 to FY 2001-02

*Action:* Upon motion by Commissioner Gilbert, seconded by Commissioner Dominici to approve the 2001/02 Local Transportation Fund – Resolution 01-10 Amendment No. 4. A vote was called and the motion carried.

##### **B. FY 2002/03 Local Transportation Funds – Resolution 02-12 Amendment No. 4**

The City of Madera requested to carryover prior Fiscal Years 1999/00 and 2001/02 unexpended funds into Fiscal Year 2002-03. The funds to be carried over total \$959,391.00 (FY 1999/00 Fresno River-\$1,622; FY 2001/02 Fixed Route Bus System-\$85,097, Dial-A-Ride-\$6,970, Pedestrian and Bicycle Projects-\$18,629, Road and Street Projects-\$488,082, Road and Street Maintenance-\$86,411, Washington Sidewalk-\$45,100, Neighborhood Projects-\$98,030 and CMAQ match-\$129,450). The amendment is as follows:

- FY 2002/03 increase Dial-A-Ride by \$6,970
- FY 2002/03 increase Pedestrian & Bicycle by \$18,629
- FY 2002/03 increase Fresno River by \$1,622
- FY 2002/03 increase Fixed Route Bus System by \$89,667
- FY 2002/03 increase Road & Street Maintenance by \$58,929
- FY 2002/03 increase Road & Street Project by \$510,994
- FY 2002/03 increase CMAQ Match by \$129,450
- FY 2002/03 carryover Washington Sidewalk of \$45,100
- FY 2002/03 carryover Neighborhood Projects of \$98,030

**Action:** Upon motion by Commissioner Gilbert, seconded by Commissioner Nabors to approve the 2002/03 Local Transportation Fund – Resolution 02-12 Amendment No. 4. A vote was called and the motion carried.

**C. FY 2001-02 MCTC Fiscal Audit**

Included in the package was a copy of the *Audit of MCTC Administrative and Planning Grant Funds for FY 2001-02*. We are pleased to report that there are no exceptions and no adverse findings.

**Action:** Upon motion by Commissioner Nabors, seconded by Commissioner Gilbert to accept FY 2001-02 MCTC Fiscal Audit. A vote was called and the motion carried.

**D. FY 2001-02 Transportation Development Act/Local Transportation Fund Audit**

Included in the package was a copy of the *Audit of the Madera County Local Transportation Fund and the State Transit Assistance Fund for FY 2001-02*. We are pleased to report that there are no exceptions and no adverse findings.

**Action:** Upon motion by Commissioner Gilbert, seconded by Commissioner Nabors to accept FY 2001-02 Transportation Development Act/Local Transportation Fund Audit. A vote was called and the motion carried.

**VI. Miscellaneous**

**A. Election of Officers**

Chairman Moss opened the floor for nominations for Chairman.

Upon motion by Commissioner Ginsburg, seconded by Commissioner Nabors to appoint Chairman Bigelow.

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

**Action:** A vote was called and the motion carried to appoint Chairman Bigelow.

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

Upon motion by Commissioner Dominici to nominate Commissioner Skeels for Vice-Chair, seconded by Commissioner Nabors.

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

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

**B. Items From Caltrans**

Paul Marquez gave the Board a brief update on the state budget and its impact on transportation.

**C. Items From Staff**

Patricia Taylor-Maley thanked Vern Moss for his commitment to the Commission and his leadership and involvement in transportation issues in Madera County.

**D. Items From Commissioners**

Commissioner Moss stated that he will be leaving the Commission because of commitments he has made with RCRC and the meeting dates conflict. Commissioner Moss noted that he would like to continue his work as a committee member on the State Rail Task Force representing Madera County.

Commissioner Gilbert requested staff to invite a representative from Cascade Entertainment to present to the Commission its transportation needs for the casino located on Hwy 41 and Road 417.

**VII. Adjournment**

Meeting adjourned at 4:36 p.m.

Next meeting set for January 22, 2003.

Respectfully Submitted,

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