

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: Wednesday, October 22, 2008

Time: 3:00 p.m.

Place: MCTC Board Chambers

Members Present: Chairman Sam Armentrout – Councilman, City of Madera
Frank Bigelow – Supervisor, Madera County
Jim Kopshever– Councilman, City of Chowchilla
Vern Moss – Supervisor, Madera County
Alt. Steve Mindt– Councilman, City of Madera

Members Absent: Vice Chairman Max Rodriguez – Supervisor, Madera County
Robert Poythress – Councilman, City of Madera

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, Planner II
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. *SB 375 (Steinberg) Transportation Planning*

Summary: Included in the Commissioner’s packet was a summary of SB 375 (Steinberg) and its important dates/milestones. The goal of SB 375 is to reduce greenhouse gas emissions (GHG) from the automobile and light trucks by providing for regionally based GHG reduction targets, through integrated regional transportation, housing and land use planning. Staff will continue to monitor any clean up legislation.

Action: Information and Discussion Only.

B. *Triennial Performance Audit - Proposal*

Summary: 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 conduct 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). Last month, the Board authorized the release of the Triennial Performance Audit Request for Proposals. The RFP was sent to 7 different organizations. Only one organization submitted a proposal, Moore & Associates. Staff is recommending to issue a contract with

Moore & Associates to conduct the Triennial Performance Audit. The audit will cover fiscal years 2005-06 through 2007-08 and will audit the following functions:

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

A draft report will be completed in December 2008 and the final report will be presented to the Board in January 2009. MCTC staff expects that the performance audit will be conducted consistent with the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities" issued by the California Department of Transportation (Caltrans). The amount of the contract for the audit will not exceed \$8,900. This amount has already been budgeted in the 2008-09 Overall Work Program.

Action: Authorize staff to enter into a contract with Moore & Associates to conduct the Triennial Performance Audit for fiscal years 2005-06 through 2007-08.

C. *Withdraw 2009 Federal Transportation Improvement Program (FTIP) Amendment No. 1*

Summary: On September 24, 2008, EPA approved the San Joaquin Valley 2007 PM-10 Maintenance Plan, including motor vehicle emissions budgets for conformity. This action invalidates the ability to rely on the Federally Approved 2007 Air Quality Conformity Analysis. Therefore, Madera County Transportation Commission (MCTC) is withdrawing Amendment #1 to the pending 2009 Interim Federal Transportation Improvement Program (Interim FTIP), canceling the public review period, as well as removing the item from Board consideration.

The public review and comment period is hereby canceled. Amendment #1 to the 2009 Interim FTIP will also be removed from MCTC Board of Directors consideration on October 22, 2008.

This Item was pulled from the Consent Items for Discussion.

Action: Information and Discussion Only.

D. *Call for Projects 2009-10 Bicycle Transportation Account (BTA)*

Summary: Caltrans has announced the call for projects for the 2009-10 Bicycle Transportation Account program. All applications are due to Caltrans by Monday December 1, 2008. Applications may be sent to:

Office of Local Assistance
Attn: Jim Perrault
855 M Street, Suite 200
Fresno, CA 93721

This BTA cycle is anticipated that it will provide \$7.2 million statewide. Included in the package is the Call for Projects information from Caltrans that outlines the program details. Program details and applications are also available at the Caltrans website.

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Action: Information and discussion only.

E. *2006 JARC/NF Award – City of Madera*

Summary: The Federal Transit Administration (FTA) has awarded funding to the City of Madera for Federal Fiscal Year 2006 grant application(s) for FTA Section 5316 Job Access & Reverse Commute and Section 5317 New Freedom for Small Urban and Rural area projects. This funding will provide express fixed route service to key locations resulting in improved timeliness and availability. The City of Madera should be commended on their successful applications.

Action: Information and discussion only.

F. Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) – FY 2008/09 Allocation and Revised Guidelines

Summary: Proposition 1B places \$3.6 billion in the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA). The state legislature has discretion to appropriate this funding to transit operators. For FY 2008/09, the legislature has appropriated \$350 million via SB 1073. The allocation and guidelines established by SB 1073 and AB 1781 apply only to the 2008/09 funding year, and there is no guarantee of future funding levels.

AB 1781 calls for the \$350 million to be allocated to agencies and transit operators who are eligible to receive State Transit Assistance funding pursuant to Sections 99313 and 99314 under new sections 8879.55 (a2) and 8879.55 (a3) respectively. Included in the Commissioner's packet was a copy of the revised guidelines for FY 2008/09, spreadsheets from the state controller's office listing the eligible allocations for each project sponsor, and a spreadsheet with each local agency's suballocation of the MCTC eligible allocation.

Allocations will be proportional to the share of State Transit Assistance allocated to each agency in FY 2004/05, 2005/06, and 2006/07. Project requests must be submitted to Caltrans to determine eligibility pursuant to the conditions of SB 1073.

The State Controllers office calculates and distributes the Section 8879.55(a3) funding based on the Section 99314 revenue formula. The Section 8879.55(a2) funding is distributed by the MPOs per Section 99313 by population. For FY 2008/09, the MCTC has received an eligible allocation of \$651,416 to be suballocated to local agencies by population:

City of Chowchilla: \$43,975
City of Madera: \$244,831
County of Madera: \$362,610

Eligible Projects are capital projects (or a minimum operable segment of a project) for the purpose of the following:

1. Rehabilitation, safety, or modernization improvements;
2. Capital service enhancement or expansion;
3. New capital projects;
4. Bus rapid transit improvement; or
5. Rolling stock procurement, rehabilitation or replacement.

Projects must be consistent with the project sponsor's most recently adopted short-range transit plan, or other publicly adopted plan that programs or prioritizes funds for transit capital improvements.

MCTC staff is consulting with local agency transit staff in the development of a list of projects to take advantage of the funding provided in this fiscal year and anticipated funding in future years.

Action: Information and Discussion Only.

G. Transit System Safety, Security, and Disaster Response Account (TSSSDRA) – FY 2008-09 Estimated Allocation and Guidelines

Summary: Proposition 1B places \$1 billion in the Transit System Safety, Security and Disaster Response Account (TSSSDRA). The Governor's Office of Homeland Security administers the Account as the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF). The state legislature has discretion to appropriate this funding to transit operators. For FY 2008/09, the legislature has appropriated \$60 million via AB 1781, the State Budget Bill. The allocation and guidelines apply only to the 2008/09 funding year, and there is no guarantee of future funding levels.

AB 1781 calls for the \$60 million to be allocated to agencies and transit operators who are eligible to receive State Transit Assistance funding pursuant to Sections 99313 and 99314 under new sections 8879.58 (a2) and 8879.58 (a3) respectively. Included in your packet is a copy of the final California Transit Assistance Fund (CTAF) guidelines, spreadsheets from the state controller's office listing the eligible allocations for each agency, and a spreadsheet with each local agency's suballocation of the MCTC eligible allocation.

Allocations will be proportional to the share of State Transit Assistance allocated to each agency in FY 2004/05, 2005/06, and 2006/07. Projects must be submitted to the Governor's Office of Homeland Security (OHS) to determine project eligibility.

The State controllers office calculates and distributes the Section 8879.58(a3) funding based on the Section 99314 revenue formula. The Section 8879.58(a2) funding is distributed to the MPOs per Section 99313 by population. For FY 2008/09, the MCTC has received an eligible allocation of \$115,664 to be suballocated to local agencies by population.

As a result of an error in the suballocation of FY 2007/08 funds, the amount suballocated to the City of Madera in FY 2008/09 has been reduced by \$429 and the amount suballocated to the County of Madera has been increased by \$429:

City of Chowchilla: \$7,808
City of Madera: \$43,043
County of Madera: \$64,813

Eligible Projects are capital projects (or a minimum operable segment of a project) for the purpose of the following:

1. Increased protection against a security or safety threat, including, but not limited to the following:
 - 1) Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment.
 - 2) Explosive device mitigation and remediation equipment.
 - 3) Chemical, biological, radiological and nuclear explosives search, rescue or response equipment.
 - 4) Interoperable communications equipment.
 - 5) Physical security enhancement equipment.
 - 6) The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment.
 - 7) Other security related projects approved by the OHS.

2. A capital expenditure that increases the capacity of transit operators to develop disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

MCTC staff is consulting with local agency transit staff in the development of a list of projects to take advantage of the funding provided in this fiscal year and anticipated funding in future years.

Action: Information and Discussion Only

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

IV. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. *San Joaquin Valley Regional Policy Council's "Valley Voice" Advocacy Trips in 2009*

Summary: Recognizing the value of One Voice programs, the San Joaquin Valley COGs Policy Council requested the Valley Legislative Affairs Committee to organize legislative visits to Sacramento and Washington D.C. San Joaquin COG is taking the lead for logistics on the WDC trip (Wednesday, February 25th and Thursday, February 26th with travel days on the 24th and 27th) and Merced CAG is taking the lead on the Sacramento trip (Wednesday, January 28th).

The Valley Voice delegates will discuss issues of Valley wide interest, including the trade corridors plan and the Transportation Reauthorization bill. Each COG has been asked to send two elected officials and one staff member.

The Commission will be able to fund two delegates and one staff member for hotel and meal expenses for the Sacramento legislative visit. The Policy Board was informed at the September 17th Commission meeting that the Commission's budget does not include the WDC Valley Voice visit. The Policy Board directed staff to review the budget and report back accordingly. Staff recommends using Measure "T" funds for the 2009 "Valley Voice" Advocacy Trip to Washington D.C. However, staff also recommends that the Policy Board initiate membership fees and/or increase administrative funds from TDA to provide as needed federal matching funds for future budgets.

Staff requested the Policy Board to select one of the following options:

- A. Send the two representatives to the Policy Council, plus one staff person (\$5,000)
- B. Send one representative to the Policy Council, plus one staff person (\$3,400)
- C. Send two Policy Council representatives, no staff (\$3,400)
- D. Send one Policy Council representative, no staff (\$1,700)
- E. Send no one (\$0)

Action: Upon motion by Commissioner Kopshever, seconded by Commissioner Moss to select option B. A vote was called and the motion carried.

B. *San Joaquin Valley Blueprint –Valley Wide Scenario*

Summary: On July 23, 2008, the MCTC Policy Board selected the Madera County Low Change Scenario for submission to the San Joaquin Valley Regional Blueprint process. The Information Center for the Environment (ICE) at UC Davis has integrated this and preferred scenarios from each of the other seven Valley MPOs into several Valley wide alternative scenarios.

Included in the Commissioner's packet was copies of maps and spreadsheets describing the three (initially five) Valley wide scenarios under consideration:

1. **Recent Trends**

The recent trends scenario was developed by integrating the eight "status quo" county scenarios developed by the Valley MPOs. The densities of new residential developments and intensity of employment uses were kept at levels that reflect the growth trends of the past two decades. The status quo offers a "worst case scenario" of the level of sprawl and loss of prime agricultural land that the San Joaquin Valley could expect in the year 2050. Valley wide population density will remain at 13 people per acre.

2. **Locally Selected Scenario**

The locally selected scenario represents a "stitching together" of the eight locally selected scenarios submitted by the Valley MPOs, including the Madera County Low Change Scenario. Each county scenario was developed with the input of local elected officials, citizen groups, and city and county planners with an emphasis on respecting local agency land use decision making authority while implementing principles of smart growth planning. Population densities vary by county, but Valley

wide the Locally Selected Scenario alternative represents a modest increase to 19 people per acre by 2050 (15.2 people per acre in Madera County).

Compact Growth, Transit Oriented, and Urban Centered scenarios have been collapsed into a single **Hybrid Scenario**. They remain in the attached spreadsheets for information purposes only.

3. Hybrid Scenario

The hybrid scenario is a true “valley-wide” scenario in the sense that it does not simply integrate scenarios developed independently by MPO staff. It was developed by ICE at UC Davis as a radical departure from current development patterns and represents a regional perspective that reaches beyond county borders. New growth will be permitted only within or immediately adjacent to current spheres of influence with a focus on transit oriented development. Prime agricultural land will acquire greater protections and development will be allowed in ag lands only on condition of sufficient density in existing spheres of influence. Valley wide population density will increase to an average of 31 people per acre.

On November 7, the Blueprint Regional Advisory Committee (BRAC) will meet to select a recommended scenario from the three alternatives listed above. That recommendation, along with a recommendation from the Blueprint Project Managers, will proceed to the San Joaquin Valley Policy Board, which will then adopt one of the three alternatives as the San Joaquin Valley Regional Blueprint.

MCTC staff remains committed to the implementation of the Madera County Low Change Scenario as directed by the Policy Board.

Action: Information and Discussion Only.

C. San Joaquin Valley Blueprint – Support 4th Year Grant Proposal – Resolution 08-13

Summary: The goal of the San Joaquin Valley (SJV) Regional Blueprint planning process is to address critical issues facing the vitality of the San Joaquin Valley (as well as the State of California and the nation) in planning for the future of the world’s foremost agricultural region. The SJV Regional Blueprint will guide the future of infrastructure development, and in turn accommodate the exploding population and economic growth in the region to the year 2050.

The eight San Joaquin Valley Councils of Governments (COGs) are preparing to apply for a fourth year of California Regional Blueprint Planning Program grant funding. Included in your package is a copy of the narrative and scope of work as submitted to Caltrans as part of the fourth year grant application.

In the first three years of the program, Madera County Transportation Commission (MCTC), working under the aegis of the SJV Regional Blueprint, has consulted with local agency planners, elected officials, stakeholder groups, and the general public to develop a Madera County preferred planning scenario for inclusion in the Valley wide blueprint. The following amounts were awarded in previous grant cycles:

San Joaquin Valley

FY 2005/06 - \$2,000,000
FY 2006/07 - \$1,950,000
FY 2007/08 - \$1,375,000

Madera County

FY 2005/06 - \$188,000
FY 2006/07 - \$184,000
FY 2007/08 - \$100,019

The San Joaquin Valley is applying for \$2 million in this grant cycle, with \$126,491 budgeted for MCTC. The actual amount awarded to the Valley is likely to be less than the amount requested, and a 20% funding match

from each MPO is required. The fourth year grant will focus on implementation of the SJV Regional Blueprint once a Valley wide scenario is selected by the San Joaquin Valley Policy Council. Specific tasks identified for FY 2009/10 include:

- Development of a Regional Blueprint toolkit as a resource for local agencies.
- Conduct an economic impact study of various housing density options.
- Conduct market analysis for the viability of compact development.
- Great Valley Center activities including Blueprint website updates and an Executive Forum for local elected officials.
- Modeling reconnaissance to achieve SB 375 compliance.
- Convene meetings with local officials to discuss funding challenges of local government.

Action: Upon motion by Commissioner Bigelow, seconded by Commissioner Moss to approve support for the San Joaquin Valley Regional Blueprint – Phase IV Proposal – Resolution 08-13. A vote was called and the motion carried.

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 September 17, 2008

Included in the Commissioner's packet was a copy of the September 17, 2008 Executive Minutes for review.

Action: Approve Executive Minutes of September 17, 2008.

Administrative Consent Calendar Action

Action: Upon motion by Commissioner Moss, seconded by Commissioner Bigelow to approved the Administrative Consent Calendar. A vote was called and the motion carried. Alt. Commissioner Mindt abstained the vote.

VII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 2008/09 Overall Work Program – Budget Amendment No. 1

Summary: 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 amendment is recognized in the following:

Revenues – (Increase \$31,505)

- FHWA PL – increase \$10,000
- TDA Carryover – increase \$8,842
- MCTA Carryover – increase \$16,274
- MCTA – reduce \$3,611

Salaries and Benefits – (Increase \$17,663)

- Salaries – increase \$14,170
- ICMA 401(a) – increase \$2,126

- FICA, Employer – increase \$878
- Medicare – increase \$206
- Worker’s Compensation – increase \$283

Other Direct Costs – (Increase \$13,842)

- MCTA Fin Asst/Audits/Annual Report – decrease \$5,000
- MCTA Conferences/Travel – increase \$10,000
- Board Costs and Unallowable Costs – increase \$8,842

The amendment is reflected in the following OWP Work Elements: Work Element 904 – Valley-wide Coordination; Work Element 907 – Board Costs and Unallowable; Work Element 910 – MCTA Administration.

Action: Upon motion by Commissioner Moss, seconded by Commissioner Kopshever to approve 2008-09 Overall Work Program Amendment No. 1. A vote was called and the motion carried.

B. MCTC Policy Board – Stipend – Resolution 08-12

Summary: The Policy Board at its September 17th meeting directed staff to prepare a Resolution for Board approval to recognize a \$100.00 plus mileage stipend to Policy Board members that attend and sit as a voting member at the Madera County Transportation Commission Policy Board meetings. Included in the Commissioner’s packet was a copy of Resolution 08-12 and amended Rules of the Madera County Transportation Commission recognizing the stipend for members of the MCTC Policy Board.

Action: Upon motion by Commissioner Moss, seconded by Commissioner Kopshever to approve MCTC Policy Board Stipend by Resolution 08-12. A vote was called and the motion carried. Commissioner Bigelow and Commissioner Mindt voted No.

MCTC Sitting as the Madera County 2006 Transportation Authority

VIII. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. Focus on the Future Conference –Agenda

Summary: Included in Commissioner’s packet was the agenda for this year’s Focus on the Future Conference. The conference will be held in Monterey on Sunday, November 16 (evening) through Tuesday, November 18th, 2008. The following are topics to be discussed:

- State Transportation Funding
- Federal Transportation Funding
- Winning Transportation Ballot Measures
- Innovative Programs
- Cooperative Agreements
- Action Plans for Routes of Significance
- AB 32 Scoping Plan and Regional Targets Committee Report
- Global Warming – AB 32 and SB 375

If you are interested in attending, please contact Sheila Kingsley, MCTC Administrative Assistant, and she will make the reservation accordingly.

Action: Information and Discussion Only.

B. Update on Measure T – Chowchilla Inter-program Loan Schedule

Summary: 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 understand 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.

C. *State-Local Partnership Program Guidelines*

Summary: Included in the Commissioner's packet was a copy of the Draft State-Local Partnership Program (SLPP) Guidelines. SLPP are funds from the November 2006 bond that are designated to reward "self-help" counties with a dollar for dollar match.

Last year the Legislature was unable to come to agreement on this issue although at least two major bills (one in the Assembly and one in the Senate) were offered.

A budget trailer bill (AB 268) was drafted this year to set the guidelines for the distribution of the SLPP monies. 95% of the SLPP funds will be distributed based on a formula on a non-competitive basis. The

northern counties allocation is based on population for counties that have transportation sales tax measures like Measure T. The return to source method would be used for the northern counties that have bridge tolls, property, or parcel taxes. The estimate for Madera County is \$3.8 million. The remainder of the funds will be distributed to entities that levy uniform developer fees on a competitive basis.

Action: Information and Discussion Only.

IX. Miscellaneous

A. Items From Caltrans

- Steve Curti stated that Caltrans is in support of the State Route 65 Study and will be conducting the Environmental Study.
- Caltrans is in the process of reviewing the grant for the Metro Rural Loop Project and in-kind support may be requested.
- Next month Caltrans will hold a workshop on its Draft Comprehensive Corridor Study for SR99.
- There will be no new maintenance projects in the SHOPP. The only projects moving forward in the SHOPP are “safety” projects.

B. Items from Staff

No Items from Staff.

C. Items from Commissioners

No Items from Commissioners.

X. Adjournment

Meeting adjourned at 4:20 p.m.

Next meeting set for Wednesday November 19, 2008

Respectfully Submitted,

Patricia S. Taylor, Executive Director
Madera County Transportation Commission