



Meeting of the
Madera County Transportation Commission
Policy Board Meeting

LOCATION

**Madera County Board Chambers
200 West 4th Street, 1st Floor
Madera, California 93637**

SPECIAL NOTICE: Precautions to address COVID-19 (a.k.a. the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

DATE

January 19, 2022

TIME

3:00 PM

Policy Board Members

Commissioner Jose Rodriguez, Chair
Commissioner Tom Wheeler, Vice Chair
Commissioner Diana Palmer
Commissioner Brett Frazier
Commissioner Robert Poythress
Commissioner Cecelia Gallegos

Councilmember, City of Madera
Madera County Supervisor
Councilmember, City of Chowchilla
Madera County Supervisor
Chair, Madera County Supervisor
Councilmember, City of Madera

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



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

SPECIAL NOTICE

Important Notice Regarding COVID 19

The meeting of January 19, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 3, as adopted by the Madera County Transportation Commission Policy Board on December 22, 2021. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board and invited staff at the **Madera County Board Chambers, 200 West 4th Street, 1st Floor, Madera, California 93637** and via teleconference using the GoToWebinar platform. Public is highly encouraged using the virtual platform via a computer, tablet, or smartphone.

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<https://attendee.gotowebinar.com/register/7254913491509910283>

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You can also dial in using your phone

1 (415) 930-5229 or 1 (877) 568-4108 (Toll Free)

Access Code: 439-467-249

For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 ext. 7. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

Regarding any disruption that prevents The Policy Board from broadcasting the meeting to members of the public, then (1) if public access can be restored quickly, the meeting will resume in five (5) minutes to allow re-connection of all members of the Committee and members of the



public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

AGENDA

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

INTERPRETING SERVICES

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

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

MEETING CONDUCT

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

RECORD OF THE MEETING

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

Agenda

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **PUBLIC COMMENT**

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

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

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

4-A. Active Transportation Program (ATP) Cycle 6 – Upcoming Statewide Call for Projects

Enclosure: No

Action: Information and Discussion Only

4-B. Caltrans Complete Streets Policy Release

Enclosure: Yes

Action: Information and Discussion Only

4-C. California Transportation Commission (CTC) 2021 Annual Report to the California Legislature

Enclosure: Yes

Action: Information and Discussion Only

4-D. California Transportation Commission’s 2022 SB 1 Competitive Programs’ Virtual Office Hour Sessions

Enclosure: No

Action: Information and Discussion Only

4-E. FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program, 2022 Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

4-F. Yosemite Area Regional Transportation System (YARTS) – Nationally Significant Federal Lands and Tribal Projects Program Funding Application

Enclosure: Yes

Action: Information and Discussion Only

4-G. San Joaquin Valley Regional Planning Agencies Policy Council (SJVRPC) and San Joaquin Valley Regional Early Action Planning (REAP) Committee for Housing Meetings

Enclosure: Yes

Action: Information and Discussion Only

4-H. 2022 Regional Transportation Plan and Sustainable Communities Strategy Outreach and Engagement Update

Enclosure: No

Action: Information and Discussion Only

4-I. Short Range Transit Development Plan (SRTP) Workshop

Enclosure: Yes

Action: Information and Discussion Only

4-J. Reinstate Contract – Project Prioritization Study (PPS)

Enclosure: No

Action: Authorize staff to reinstate the PPS contract with VRPA Technologies, and include an added \$45,000 from the 2021-22 OWP Budget

4-K. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 4

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 4

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. State Legislative Update: Governor’s Proposed FY 2022-23 State Budget, and MCTC 2022 State Legislative Platform

Enclosure: Yes

Action: Approve the MCTC 2022 State Legislative Platform

5-B. MCTC Policy Board Committee Appointment – Alternate, California Association of Councils of Governments

Enclosure: Yes

Action: Appoint an alternate to represent the MCTC on the California Association of Councils of Governments (CalCOG)

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

7. ADMINISTRATIVE CONSENT ITEMS

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

7-A. Executive Minutes – December 22, 2021

Enclosure: Yes

Action: Approve December 22, 2021, meeting minutes

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

8-A. Conference Room Audio/Visual (AV) Upgrades

Enclosure: No

Action: Authorize staff to implement the AV Upgrades to the MCTC Conference Room and provide an amendment to the 2021-22 Overall Work Program and Budget reflecting the funding in the amount of \$19,500

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Authority or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the items 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 Authority concerning the item before action is taken.

9-A. Madera County Transportation Authority (MCTA) Fiscal Year 2020-21 Audit Report

Enclosure: Yes

Action: Accept MCTA Fiscal Year 2020-21 Audit Report

9-B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 4

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 4

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T 2021 Strategic Plan Update

Enclosure: Yes

Action: Adopt Measure T 2021 Strategic Plan Update

10-B. Measure T Citizens’ Oversight Committee Vacancies

Enclosure: No

Action: Information and Discussion Only

OTHER ITEMS

11. MISCELLANEOUS

11-A. Election of Officers

11-B. Items from Caltrans

11-C. Items from Staff

11-D. Items from Commissioners

12. CLOSED SESSION

12-A. NONE

13. ADJOURNMENT

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



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Active Transportation Program (ATP) Cycle 6 – Upcoming Statewide Call for Projects

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) anticipates initiating the statewide Cycle 6 Active Transportation Program (ATP) Call for Projects at their March 16-17, 2022 meeting, with a project application due date of June 15, 2022. For more information on the ATP program, please visit the ATP website [here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Caltrans Complete Streets Policy Release

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Caltrans announced its new policy for all new transportation projects it funds or oversees to include “complete street” features that provide safe and accessible options for people walking, biking, and taking transit. This policy will expand the availability of sustainable transportation options to help meet the state’s climate, health, and equity goals.

“California must reduce dependence on driving without sacrificing mobility and accessibility,” said Caltrans Director Toks Omishakin. “As Caltrans and local transportation agencies prepare for the influx of new federal infrastructure funding, it is important that we provide safe, convenient, sustainable and accessible alternatives to driving to achieve our climate goals while equitably serving all Californians.”

A complete street provides mobility for people of all ages and abilities, particularly those who are walking, biking, using assistive mobility devices, and riding transit. Complete streets offer several benefits, including enhancing safety and creating more sustainable transportation options to decrease dependence on driving and improving public health by encouraging active transportation like walking and biking.

As part of the new policy, Caltrans commits to remove administrative barriers and partner with communities and local agencies to ensure more projects on state and local transportation systems improve the connectivity to pedestrian, bicycle and transit facilities, and accessibility to destinations. If not appropriate to the context or community of the project, projects must receive approval from Caltrans before complete streets features are excluded.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

Director's Policy

Number: DP-37

Effective Date: December 7, 2021

Supersedes: DD-64-R2 (10/16/2014)

Responsible

Programs: Finance
 Maintenance & Operations
 Planning and Modal Programs
 Project Delivery
 Safety Programs
 Sustainability

Title Complete Streets

Policy

The California Department of Transportation (Caltrans) recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces.

Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, **all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.**

When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.

Opportunities for complete streets exist in all phases of project development from planning and design to construction, operations, and maintenance. Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network and should serve people of all ages and abilities. Furthermore, Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible.

Intended Results

This policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Definitions

Complete Street

A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods.

All Ages and Abilities

The "all ages and abilities" concept strives to serve all users—regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults, and people with disabilities—by embodying national and international best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort, as well as accessibility for people with disabilities. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of security and appeal to a wider spectrum of the public.

Design Flexibility

Caltrans policy supports designers in their application of guidance to achieve our goals of developing complete facilities to serve all members of the community.

Design flexibility refers to the ability to develop a design suited to its users and context, and to employ professional judgment and experience to interpret, apply, and adapt appropriate design standards and guidance. Flexibility in design is essential to achieving Caltrans' goals of putting safety first, enhancing and connecting the multimodal network, leading on climate action, and advancing equity and livability in all communities. Design flexibility includes consideration of diverse user needs, assessment of risk, review of applicable guidance, and documentation of design decisions.

Underserved Community

Underserved communities include low-income, frontline environmental justice, and vulnerable communities, including but not limited to Black and Indigenous peoples, communities of color, people experiencing homelessness, people with disabilities, older adults, and youth. Refer to guidance from the Caltrans Office of Race and Equity for the most current definition.

Accessibility (Access to Destinations)

Accessibility is the ease by which travelers can reach – or access – desired destinations such as work, shopping and other retail, school, health care, and recreation. Accessibility reflects the number and proximity of destinations, as well as the directness and condition of walking, biking, and transit facilities. This is distinct from accessibility in the context of the Americans with Disabilities Act (ADA); refer to Deputy Directive 42 for more information on ADA and State Disability Laws.

Connectivity

A connected multimodal network allows people to travel by whichever mode they choose and provides convenient, accessible connections between different modes.

State Transportation Network (STN)

Refers to the State Highway System (SHS) and all other multimodal facilities, including parallel and intersecting paths, frontage roads, and other facilities not directly on the SHS mainline.

Responsibilities

All employees in the following functional groups have specific responsibilities related to implementation of this policy in their program areas:

Director's Office – Headquarters Sustainability

- Lead, coordinate, and facilitate development of implementation plan for this policy in coordination with appropriate functional groups.
- Facilitate alignment of policy, guidance, and training to meet state's climate, health, equity, walking, biking, transit, and passenger rail goals.
- Facilitate coordination, information sharing, and collaboration among Divisions and Districts on topics related to complete streets.
- Track, monitor, report, and communicate Caltrans' progress toward meeting its policy and strategic goals related to walking, biking, transit, and passenger rail.
- Establish and facilitate internal/external advisory committees to provide technical input, strategic direction, and implementation guidance to Caltrans policies related to complete streets.

Planning and Modal Programs

Headquarters

- Develop, maintain, and update state plans, training, and resources to assist in the identification and prioritization of pedestrian, bicycle, transit, and passenger rail needs and recommended improvements on or across the SHS.
- Develop guidance for integrating pedestrian, bicycle, transit, and passenger rail needs from the corridor planning process into future complete streets projects.
- Identify best practices for increased and meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Provide technical support and guidance to internal and external stakeholders on enhancing rail and transit reliability and operations related to complete streets within and adjacent to the STN.
- Promote Caltrans policies related to complete streets in rail and transit planning documents and grant program guidelines.

Districts

- Develop, maintain, and update plans, tools, and other planning documents to identify and prioritize pedestrian, bicycle, and transit needs and recommended improvements on or across the SHS.
- Verify that proposed projects are in alignment with local, regional, and state planning documents detailing pedestrian, bicycle, transit, and passenger rail needs on or across the SHS.
- Integrate pedestrian, bicycle, transit, and passenger rail improvements from the corridor planning process into projects.
- Include complete streets elements in projects during the pre-Project Initiation Document (pre-PID) and PID phases.
- Participate in Project Development Teams (PDTs) to assist in delivering complete streets elements identified in PID phase.
- Develop and implement strategy for meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Identify and pursue partnerships and funding opportunities with local, regional, and state agencies.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Promote pedestrian, bicycle, and transit improvements and land uses supportive of these modes in local projects through the Local Development-Intergovernmental Review process.

Project Delivery

Headquarters

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the design and construction of complete streets facilities in alignment with Caltrans and state walking, biking, transit, and passenger rail goals, including but not limited to temporary access during construction.
- Provide training and guidance to promote the use of “world-class” design best practices related to complete streets throughout Caltrans, including the adoption of design flexibility guidance, contextual guidance, and others.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Designate a complete streets asset manager to track and monitor progress of complete streets statewide as an asset in the State Highway System Management Plan (SHSMP) and develop funding and performance targets for complete streets in the State Highway Operation and Protection Program (SHOPP).
- Establish and oversee processes for documenting decisions related to complete streets elements.

Districts

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

- Implement project delivery strategies and best practices to further enhance the delivery of complete streets, including coordination of community engagement efforts.
- Implement "world-class" design best practices related to complete streets.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Promote and exercise design flexibility throughout project development process.
- Document decisions related to complete streets elements.
- Implement and oversee use of standard plans and specifications, as well as best practices, for temporary pedestrian, bicycle, and transit access routes during construction.

Maintenance

Headquarters

- Develop, maintain, and update policy, procedures, guidance, manuals, training and standards pertaining to the maintenance of complete streets facilities.
- Work with Districts to determine equipment needs for maintenance of current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be used.
- Coordinate with Division of Equipment to procure complete streets maintenance equipment.
- Develop and provide training to Maintenance staff on maintenance best practices for complete street facilities.
- Facilitate collection and maintenance of active transportation facility inventory and condition data to inform maintenance decisions.
- Develop, maintain, and update maintenance agreement templates for complete streets facilities.

Districts

- Maintain complete streets facilities on the SHS in accordance with maintenance policy, procedures, guidance, manuals, and standards.
- Develop, execute, and update, as needed, maintenance agreements with local agencies for complete street facilities that are mutually beneficial to both entities and protect the investments made in new infrastructure.
- Collaborate with Headquarters Divisions of Maintenance and Equipment to purchase or lease equipment necessary to maintain current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be utilized.
- Maintain and use active transportation facility inventory and condition data to inform maintenance decisions.

- Collaborate with Planning, Safety, and Complete Streets Coordinators to identify opportunities for complete streets improvements in Highway Maintenance projects.

Traffic Operations

Headquarters

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the operations of facilities to improve access to destinations by walking, biking, transit, and passenger rail, including but not limited to temporary access during construction.
- Develop policy and framework for collecting and maintaining current pedestrian and bicycle count data.
- Develop, maintain, and update training, guidance, and procedures to improve encroachment permit application process for local agency-sponsored complete streets projects that are on or cross the SHS.
- Identify and develop proposals to address policy and procedural barriers to implementing locally-sponsored complete streets projects on and across the SHS.

Districts

- Collect and maintain current pedestrian and bicycle count data.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.
- Implement standard plans and specifications for temporary pedestrian, bicycle, and transit access routes during construction.
- Support the delivery of complete streets improvements in capital projects.
- Identify strategies to streamline the approval process for complete streets projects seeking encroachment permits.

Safety Programs

Headquarters

- Develop, maintain, and update policy, procedures, guidance, plans, documents, and technical assistance to proactively or responsively identify pedestrian and bicycle safety needs on the SHS.
- Develop and administer programs to investigate locations and provide recommendations for improvements at locations with pedestrian and bicycle safety needs.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.

Districts

- Develop and implement innovative, context-sensitive solutions to address the safety of vulnerable roadway users.

- Investigate and implement countermeasures at locations with pedestrian and/or bicycle safety concerns/needs.
- Engage with internal functions and seek input from external stakeholders on pedestrian and bicycle safety needs during investigations.

Equipment

- Procure and provide training on equipment needed to maintain current and future complete streets facilities.
- Track and share with districts the national state of the practice for equipment used to maintain pedestrian, bicycle, and transit features.

Asset Management

Headquarters

- Track, monitor, and report on progress of complete streets as an asset in the SHSMP.
- Finalize funding and SHSMP performance targets for complete streets in the SHOPP.
- Support Districts in tracking and reporting on complete streets assets.

Districts

- Compile identified complete streets needs into SHOPP projects to support Districts in meeting performance targets.
- Regularly update Asset Management Tool with complete streets assets identified in all projects.
- Track and monitor progress of complete streets as an asset in the SHSMP and report progress to Headquarters Asset Management and Complete Streets Program Manager.

Local Assistance

Headquarters

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

Districts

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

Legal

- Provide counsel and support on legal issues pertaining to complete streets policies, procedures, and projects.

District-Designated Complete Streets Coordinator(s)

- District Directors will designate complete streets coordinator(s).
- Work with PDTs to maximize opportunities for inclusion of complete streets in all project phases by actively participating in the pre-scoping, project initiation, and project development phases.
- Support the asset manager in tracking and monitoring complete streets assets.
- Assist with identifying project-specific complete streets needs throughout project planning, development, and delivery.
- Review and provide concurrence to decision documents related to complete streets.
- Work with other functions to provide technical assistance to local agency sponsored projects that are on or cross the SHS to incorporate complete streets elements.
- Collaborate with local and regional partners, advocacy and community groups, and District engineers to identify pedestrian, bicycle, and transit gaps to incorporate into planning documents and projects.
- Provide recommendations for partnerships and funding opportunities with local, regional, and state agencies.

Applicability

This policy applies to all Caltrans employees.



Toks Omishakin
Director

12/07/2021

Date Signed



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-C
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

California Transportation Commission (CTC) 2021 Annual Report to the California Legislature

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission has submitted their 2021 Annual Report to the California Legislature, prepared pursuant to Government Code Section 14535-14536. This report identifies and discusses key transportation issues for the coming 2022 year, and reviews accomplishments during the year just ended (FY 2021). The full report can be found at: [CTC Annual Report Website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

HIGHLIGHTS OF THE **2021** ANNUAL REPORT TO THE CALIFORNIA LEGISLATURE

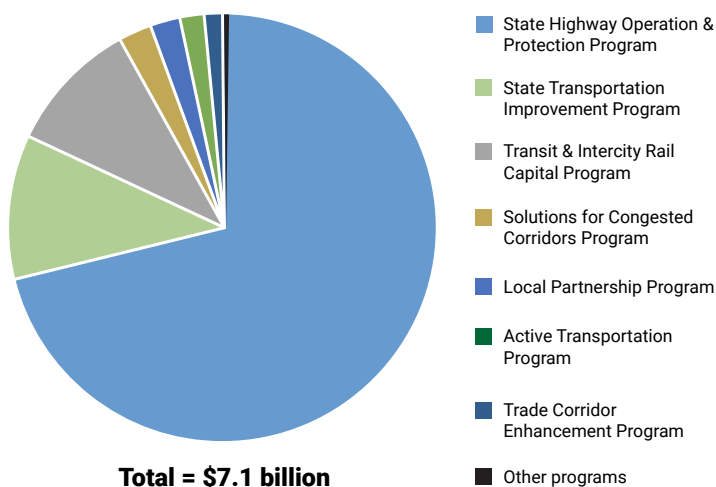


CALIFORNIA
TRANSPORTATION
COMMISSION

YEAR IN REVIEW

Commission Meetings and Events. In 2021, the Commission held seven regular business meetings, two joint meetings with the California Air Resources Board and the California Department of Housing and Community Development, three Road Charge Technical Advisory Committee meetings, four Equity Advisory Roundtable meetings, and over two dozen workshops. Meetings and events were held virtually in accordance with public health guidance and state legislation/executive orders related to the COVID pandemic. The December 8-9, 2021 Commission meeting utilized a hybrid in-person, virtual format.

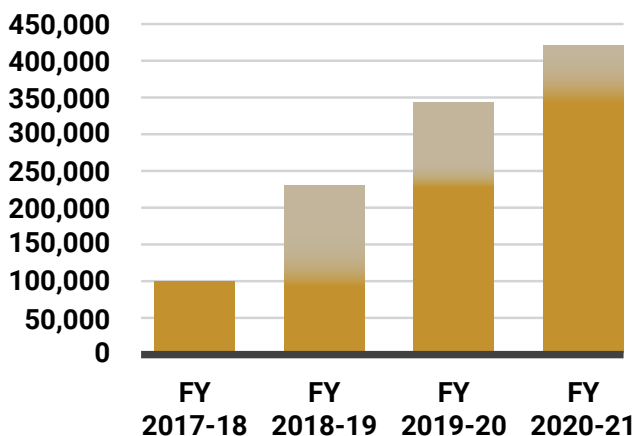
PROJECT ALLOCATIONS FY 2020-21



Program funding determined by legislation, not the Commission.

Projects Funded. At its regular business meetings, the Commission continued to allocate funds to vital road, highway, active transportation, transit, and intercity rail projects. Projects are benefitting communities throughout California, including those most disadvantaged. These projects bring roadways up to a state of good repair, as required by Senate Bill 1 (Beall, Chapter 5, 2017), the Road Repair and Accountability Act, while they also advance state climate goals, reduce congestion, enhance goods movement, create a strong economy and high-paying jobs, and make streets more accessible and safer for bicyclists and pedestrians. Highway capacity projects make up a small share of investments and are intended to serve strategic purposes, including enhancing goods movement; improving safety for travelers and construction workers; and implementing high-occupancy vehicle lanes and pricing options, such as express lanes, that can increase multi-modal travel options to reduce congestion and support new mobility choices.

Jobs Created (cumulative)



Jobs Created. Overall, in Fiscal Year 2020-21, the Commission allocated \$7.1 billion in transportation funds, which will create over 79,000 jobs and lead to diverse transportation improvements throughout the state. Since the Road Repair and Accountability Act was enacted, the Commission has allocated over \$30 billion from all fund sources creating over 420,000 jobs.

Federal Infrastructure Legislation. Throughout 2021, the Commission, the California State Transportation Agency, and the California Department of Transportation, together engaged with California's Congressional delegation to highlight state priorities for federal infrastructure legislation. The Infrastructure Investment and Jobs Act, which was signed into law on November 15, 2021, includes multiple state priorities, such as increased flexibility to use federal freight program funds on multi-modal projects.

Equity and Public Engagement

Item 4-4-C.

In 2021, the Commission continued its work towards improving equity outcomes throughout the state through the following initiatives:

Racial Equity Statement. On January 27, 2021, the Commission adopted its Racial Equity Statement. This statement acknowledges historical and present racial inequity in the transportation sector and outlines the Commission's commitment to addressing racial inequity in our work moving forward.

Equity Advisory Roundtable. In April 2021, the Commission held its first Equity Advisory Roundtable meeting. The Roundtable brings together equity experts, practitioners, and community leaders from throughout the state to collaborate with Commission staff over a series of virtual meetings to develop recommendations to the Commission related to specific equity activities. The Roundtable also met three more times in 2021.

Community Listening Sessions. Throughout 2021, the Commission, the California Department of Transportation (Caltrans), and the California State Transportation Agency (CalSTA) collaborated

on developing plans for a listening session tour, to take place in early 2022. The goal is to garner public feedback about how state transportation systems have impacted their communities, and use this information to inform specific policies, programs, or legislative recommendations to address equity, environmental justice, and community-oriented concerns.

Equity Advisory Committee(s). In 2021, the Commission also began working, in partnership with Caltrans and CalSTA, to explore the establishment of an Equity Advisory Committee or Committees. This effort aligns with the Commission's Racial Equity Statement and seeks to elevate community voices in how government agencies plan and fund transportation projects.

Equity-Focused Staffing. In 2021, the Commission redirected an existing transportation planner position and borrowed a position from Caltrans to focus exclusively on equity, and have requested new permanent positions in the state budget to ensure that the Commission can continue to make progress in this critical policy area.

Transportation, Climate, and Housing

In 2021, the Commission continued to work collaboratively to coordinate transportation, climate, and housing efforts as follows:

CAPTI Implementation. At its August meeting, the Commission endorsed the Climate Action Plan for Transportation Infrastructure (CAPTI) framework and strategies to invest discretionary transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity. Beginning six days after the Commission's action, Commission staff began facilitating public dialogue to implement CAPTI strategies at competitive program guidelines development workshops.

Pro-housing Policy. During the year, Commission staff continued coordination with staff from the California Department of Housing and Community Development to refine housing-specific evaluation criteria and guidance for

Commission competitive programs guidelines.

Joint Meetings. In April and November, the Commission held joint meetings with the California Air Resources Board and the California Department of Housing and Community Development that included, among other topics, interagency coordination on housing, vehicle miles traveled reduction, and equity; and community-based organization efforts to deepen community engagement and prioritize the needs of underserved communities.

ZEV Market Development Strategy. Commission staff contributed to the development of California's Zero-Emission Vehicle (ZEV) Market Development Strategy (published in February 2021), which is meant to help accelerate the zero-emission vehicle marketplace to deliver climate and air quality benefits to all Californians.

RECOMMENDATIONS

Item 4-4-C.

Ensuring adequate funding for California's transportation system has been a longstanding priority for the Commission. In 2021, a key recommendation from the Commission's 2020 Annual report was enacted through Senate Bill 339 (Wiener). This legislation authorizes a new road charge pilot program to test revenue collection, in order to prepare for the eventual replacement of the state gas tax with a more sustainable financing mechanism. The Commission and the Commission's Road Charge Technical Advisory Committee have begun working on implementation of this bill. Additionally, the Commission has identified two significant infrastructure funding needs for consideration in 2022 from the state's anticipated \$31 billion General Fund surplus. Using the General Fund surplus for the Commission's proposed infrastructure augmentations also would help satisfy the State Appropriations Limit (also known as the Gann Limit).

Active Transportation Augmentation (\$2 Billion)

The Commission recommends augmenting the Active Transportation Program with \$2 billion in one-time funds from the state's General Fund surplus. This augmentation would help address the substantial backlog of projects for this program and fund new, transformative projects, such as bicycle highways. Projects funded with the augmentation would advance state climate goals and benefit disadvantaged communities throughout the state, expanding mobility options and enhancing connectivity to housing, health care facilities, grocery stores, essential community services, transit, schools, jobs, and recreation.

Additionally, the Commission recommends:

- Repaying aviation funds loaned to the General Fund during initial stages of the COVID pandemic. The repaid funds could then be used for airport improvements, including acquisition and development projects.
- Removing statutory restrictions on Caltrans's contracting with Native American tribal governments in order to reduce project delays and uncertainties.
- Authorizing the Commission to allocate all of Caltrans's capital outlay support resources in order to provide a more complete picture of the department's capital outlay support workload.

The California Transportation Commission was established in 1978 as an independent state entity. The Commission is responsible for funding highway, local road, transit, intercity passenger rail, active transportation, and aeronautics projects throughout California. The Commission also advises and assists the California State Transportation Agency Secretary and the Legislature on state transportation policies and plans.

Transit Augmentation (\$2.5 Billion)

The Commission recommends augmenting the State Transportation Improvement Program with \$2.5 billion in one-time funds from the state's General Fund surplus, to be dedicated to transit projects. This augmentation would address a lack of new funding for transit projects from the Public Transportation Account. Projects funded would advance climate goals and improve transportation equity by providing enhanced mobility options for residents throughout the state. Projects could include inter-modal and transit facility improvements; zero-emission buses and their infrastructure; rail improvements; and grade separations.

Hilary Norton, Chair
Bob Alvarado, Vice Chair

Jon Rocco Davis	Carl Guardino
Lee Ann Eager	Fran Inman
Clarissa Reyes Falcon	Joseph K. Lyou, Ph.D.
Darnell Grisby	Michele Martinez
	Joseph Tavaglione

Assemblymember Laura Friedman (Ex Officio)
Senator Josh Newman (Ex Officio)

Mitch Weiss, Executive Director



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

California Transportation Commission's 2022 SB 1 Competitive Programs' Virtual Office Hour Sessions

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission will host virtual office hour sessions from February 2022 through April 2022 for the Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. The sessions will be open to all interested applicants across the state, enabling applicants to discuss their project proposals with Commission staff.

If you are interested in scheduling a virtual office hour session, please use the links below to complete the Virtual Office Hour Session Registration form. Once your submission is received, Commission staff will contact you to confirm the virtual office hour session.

[Local Partnership Program Scheduling Form](#)

[Solutions for Congested Corridors Scheduling Form](#)

[Trade Corridor Enhancement Program Scheduling Form](#)

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-E

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program, 2022 Call for Projects

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

2022 Call for Projects: Applications for this grant cycle were released on January 3, 2022, via the BlackCat Transit Data Management System. The application submittal deadline is March 2, 2022, at 3:00 pm via BlackCat.

The Federal Transit Administration (FTA) Section 5310 Program – Enhanced Mobility of Seniors and Individuals with Disabilities Program is authorized by 49 United States Code (U.S.C.) 5310.

The goal of the FTA 5310 Program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

Eligible Projects

- Capital - Vehicles (ADA accessible vehicles) and related equipment (cameras, mobile radios, scheduling software, etc.)

- Mobility Management (Travel training, One Stop Call Center, etc.)
- Operating Assistance

Eligible Applicants

- Private non-profit organizations (all projects)
- Public agencies where no private non-profits are readily available to provide service (Capital and Mobility Management)
- Public agencies that have been approved by the State to coordinate transportation services (CTSA) (Capital and Mobility Management)
- Public agencies (for Operating Assistance and Mobility Management projects)

The 5310 Program Fact Sheet with the timeline is included in the agenda packet. For more information see the Caltrans Division of Rail and Mass Transportation Section 5310 [webpage](#).

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



5310 PROGRAM FACT SHEET

Item 4-4-E.

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES



Program Purpose

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.



Service Expansion Vehicle (Traditional) Projects

- Services to additional seniors and or individuals with disabilities; or
- Expanding the service area or hours of service; or
- Increasing the number and/or frequency of trips



Funding for Federal Fiscal Years 2020-2021

- Approximately \$20 Million in Federal Grant funds for Large Urbanized Areas and \$15 Million for Small Urban and Rural communities.
- This is a competitive grant process.
- The Federal Transit Administration (FTA) mandates that at least 55% of funding is used for Capital (Traditional) Projects.
- FTA mandates that no more than 45% of funding be used for Expanded Projects.



Examples of Eligible Mobility Management (Expanded) Projects

- Planning, development, implementation of coordinated transportation services
- Travel training/trip planning
- One-Stop Call Center



Eligible Application

- Private non-profit corporations (Traditional and Expanded Projects)
- Public Agencies where no non-profits provide service (Traditional Projects)
- Public Agencies approved by the State to coordinate services (Traditional Projects)
- Public Agencies (Expanded Projects)



Examples of Eligible Operating Assistance (Expanded) Projects

- Expansion of hours/service of paratransit service beyond the requirement of the American with Disabilities Act (ADA)
- Enhancement of services (same day; etc.)
- Volunteer Driver Programs



Eligible Capital Expenses (Traditional) Projects

- Accessible vans and buses
- Related equipment such as mobile radios, computer hardware, software, etc.



Program Requirements

- Grantees are responsible for the proper use, operating costs, and maintenance of all FTA funded equipment.
- Grantees certify that they will comply with State and Federal requirements.
- Grantees must certify that all projects are ready for implementation at time of application.



Vehicle Replacement (Traditional) Projects

- Vehicle(s) must be in active service
- A replacement bus or van must meet or exceed useful life at the time of application.



Information

- See Caltrans Division of Rail and Mass Transportation (DRMT) Section 5310 web page at: <https://dot.ca.gov/programs/rail-and-mass-transportation/enhanced-mobility-of-seniors-and-individuals-with-disabilities-program-fta-5310>
- Applications are accessed and submitted through BlackCat at: <https://secure.blackcatgrants.com/Login.aspx?site=cadot>
- Call for projects expected on January 3, 2022.



5310 PROGRAM TIMELINE

Item 4-4-E.

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
For 2022 Call for Projects (Federal Fiscal Years 2020 and 2021)



FALL 2021

- MPO/RTPA/Subrecipient Survey
- RTPA/MPO coordination meetings



JANUARY/FEBRUARY 2022

- Applications released **January 3, 2022** via the BlackCat Transit Data Management System (BlackCat)
- Application Workshop/Webinar and Technical Consultations
- Applicant Coordination with RTPA/MPO



MARCH/APRIL 2022

- Application submittal deadline by **March 2, 2022 at 3:00 pm** (in BlackCat)
- MPO/RTPA Score Applications
- The State Review Committee scores and verifies MPO/RTPA scores



MAY 2022

- Project Scores are merged into a statewide prioritized list
- Draft list for the Small Urban and Rural projects are developed and submitted to the California Transportation Commission (CTC)
- The CTC distributes public draft of Small Urban and Rural Program of Projects (POP) and presents at the May CTC meeting



JUNE 2022

- Appeals hearing for Small Urban and Rural projects
- The CTC conducts public hearing to adopt final POP
- Final POP distributed publicly
- Projects are programmed in the Federal Transportation Improvement Program (FTIP)



SUMMER/FALL 2022 AND BEYOND

- Projects on the POP are verified for Programming requirements and submitted to FTA for grant funding approval
- After FTA approval, Successful Applicant Workshops will be scheduled
- Standard Agreements begin to be issued and procurement and awarded projects begin



PROGRAM NOTE:

FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies may follow their own local procurement process. However, the grantee must comply with State and Federal procurement procedures when purchasing with local funds. Upon project completion, the grantee request reimbursement from Caltrans for the Federal Share.

*** Timeline dates are subject to change.**



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-F

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Yosemite Area Regional Transportation System (YARTS) – Nationally Significant Federal Lands and Tribal Projects Program Funding Application

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Yosemite Area Regional Transportation System (YARTS) is partnering with Mariposa County and Yosemite National Park to submit a grant application proposing a project under the Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP).

If successful, this grant will provide funds to:

- Purchase land to establish a new facility for YARTS
- Purchase 10 clean-diesel coaches for YARTS
- Provide site acquisition and construction costs for a town-operated transportation facility in Mariposa
- Provide charging installations within the Park in Yosemite Valley and near the South entrance, as well as Purchase 10 new electric buses for the Valley/Mariposa grove shuttles, with associated technology.

MCTC Staff have provided YARTS a letter of support for their application for NSFLTP funding.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

January 6, 2022

Stacie Guzman
Executive Director, Yosemite Area Regional Transportation System
369 W. 18th Street
Merced, CA 95340

RE: Yosemite Area Regional Transportation System Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program Funding Application

Dear Ms. Guzman,

The Madera County Transportation Commission (MCTC) is writing to express its support for the Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program application submitted by the Yosemite Area Regional Transportation System (YARTS). This proposed project would be a transformative investment not only because it would greatly enhance access to Yosemite National Park by public transit, and improve transportation services within Yosemite National Park, but also because of the environmental benefits to be realized with the reduction in personal vehicle travel into the Park.

As reflected in YARTS' application, the agency is partnering with Mariposa County and Yosemite National Park to purchase land to establish a maintenance and operations facility for YARTS in Merced, CA; purchase 10 clean diesel buses to replace an aged fleet; implement site improvements for a transportation center in the gateway community of Mariposa, CA; develop a charging facility in Yosemite Valley and Mariposa Grove for electric buses within Yosemite National Park and YARTS; and purchase 10 heavy duty battery electric buses for in-park public transportation services. As a small, rural transit agency, funding for capital purchases has proven to be a challenge. This grant award would have significant impact to the Yosemite gateway communities and result in a substantial reduction of emissions and vehicular traffic to one of the worlds greatest wonders.

YARTS operates on all four highways that lead to Yosemite National Park. Offering a world class operation like YARTS fulfills park management goals of reducing visitor and employee traffic congestion, mitigating parking demand, and reducing air pollution in the California and the greater San Joaquin Valley Air basin, and within Yosemite National Park. YARTS allows for services to be provided as a reliable transportation service for local, state, national, and international visitors including the elderly, persons with disabilities, park employees, and visitors who may not have the means or ability to travel by private vehicle. Yosemite National

Park sees an average of 4.6 million visitors a year, many of whom prefer to enjoy the ride on YARTS rather than driving on mountainous terrain. YARTS has proven to be a good partner in supporting Yosemite National Park in 2020 and 2021 during the introduction of day use park entry reservation system (in response to COVID-19) and can help to fulfill future strategic approaches to visitor use management.

MCTC is pleased to support YARTS' application for such a transformative investment that will improve access to Yosemite National Park and realize a number of environmental benefits and enhanced system sustainability. Thank you in advance for your consideration of our support and favorable review of the application.

Thank you in advance for your consideration of this project.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-G

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

San Joaquin Valley Regional Planning Agencies Policy Council (SJVRPC) and San Joaquin Valley Regional Early Action Planning (REAP) Committee for Housing Meetings

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The San Joaquin Valley Regional Planning Agencies Policy Council will be meeting virtually on January 21, 2022, at 9:00 a.m. Additionally, the San Joaquin Valley Regional Early Action Planning (REAP) Committee for Housing virtual meeting will be held the same day on January 21, 2022, at 10:30 a.m.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**San Joaquin Valley Regional Planning Agencies Policy Council
 Meeting Agenda**

Friday, January 21, 2022

Time: 9:00 a.m.

ZOOM CONFERENCE MEETING

Meeting ID: 831 4047 0233

Password: 590634

<https://us02web.zoom.us/j/83140470233?pwd=UnptcVZHR0VOU1hNWTdudGIFb2drZz09>

Phone only: (669) 900-9128

Enclosure

A. CALL TO ORDER AND INTRODUCTIONS

Chair Poythress

B. ELECTION OF CHAIR AND VICE CHAIR

C. APPROVAL OF MINUTES

June 25, 2021 Regional Policy Council Meeting

Chair

D. DISCUSSION/ACTION ITEMS

1. Valley Voice Sacramento 2022

Gus Khouri

- a. *Discuss and Approve Legislative Priorities*
- b. *Discuss Meeting Logistics*

2. Valley Priority List of Projects


Diane Nguyen &
Ted Smalley


Discuss and provide direction for "SJV Branded" projects


3. State Route 99 Summit – March 3-4, 2022


Diana Gomez, Dennis Agar
Ted Smalley

*Receive update and discuss Regional Policy Council
Member participation*

 (559) 266-6222

 (559) 314-6015

 1401 19th Street, Suite 300
Bakersfield, CA 93301

 <http://sjvcogs.org/>

4. Federal Budget and Policy

Jen Covino

*Receive update and discuss 2022 priorities***D. INFORMATIONAL ITEMS***The following items are for informational purposes and require no action or vote. Individuals noted will be present to provide a verbal update.*

- | | |
|--|-------------------------|
| 1. Caltrans Director's Report | Diana Gomez/Dennis Agar |
| 2. ACE/SJJPA | Dan Leavitt |
| 3. San Joaquin Valley Air Pollution Control District | Tom Jordan |
| 4. California Inland Port Study | Braden Duran |
| 5. I-5 Freight ZERO Study | Linda Urata |
| 6. EV Car Sharing: MioCar, Vamos, STEP | Michael Sigala |
| 7. California Partnership for the San Joaquin Valley | Eduardo Gonzalez |
| 8. San Joaquin Valley Annual Policy Conference 2022 | Tony Boren |

E. OTHER ITEMS

- | | |
|-----------------------------------|--------------|
| 1. Executive Directors' Report | Ahron Hakimi |
| 2. Policy Council Member Comments | |

F. PUBLIC COMMENT*This portion of the meeting is reserved for persons wishing to address the Council on items within its jurisdiction but NOT on this agenda. Public Comment will be allowed during the Discussion/Action Items above.***Next Regular Regional Policy Council Meeting: Friday, June 24, 2022.***There will be a February 25th 10am meetings pertaining to Valley Voice Sacramento.***Americans with Disabilities Act (ADA) Accommodations**

The public meeting location and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at 559.266.6222, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting. *At this time, all meetings will be conducted via Zoom.*

Meeting Agenda

Friday, January 21, 2022

Time: 10:30 a.m.

ZOOM CONFERENCE MEETING

Meeting ID: 897 9385 4629

Passcode: 123419

<https://us02web.zoom.us/j/89793854629?pwd=K2FscFBGZHN0SlhNckVDNjNtbnlYdz09>

Phone only: (669) 900-9128

Enclosure

- | | | |
|--|---|-------------------------------------|
| 1) CALL TO ORDER AND INTRODUCTIONS | <i>Chair Gary Yep</i> | |
| 2) ELECTION OF CHAIR AND VICE CHAIR | | |
| 3) APPROVE JUNE 25, 2021 MEETING MINUTES | <i>Chair</i> | <input checked="" type="checkbox"/> |
| 4) DISCUSSION/ACTION ITEMS | | |
| A. RECEIVE AN UPDATE ON RECENT REAP ACTIVITIES & FUNDING | <i>Michael Sigala
Robert Phipps</i> | <input checked="" type="checkbox"/> |
| B. UPDATE FROM THE STATE DEPARTMENT OF HOUSING AND
COMMUNITY DEVELOPMENT (HCD) | <i>Paul McDougal</i> | |
| C. COMPREHENSIVE HOUSING REPORT FOR THE SAN JOAQUIN VALLEY
<i>Final Report Presentation</i> | <i>Mintier & Harnish
Raimi + Associates</i> | <input checked="" type="checkbox"/> |
| 5) COMMITTEE MEMBER COMMENTS | | |
| 6) PUBLIC COMMENT | | |

This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Public Comment will be allowed during the Discussion/Action Items above.

Americans with Disabilities Act (ADA) Accommodations

The public meeting location and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at 559.266.6222, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting. At this time, all meetings will be conducted via Zoom.





STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-H

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

2022 Regional Transportation Plan and Sustainable Communities Strategy Outreach and Engagement Update

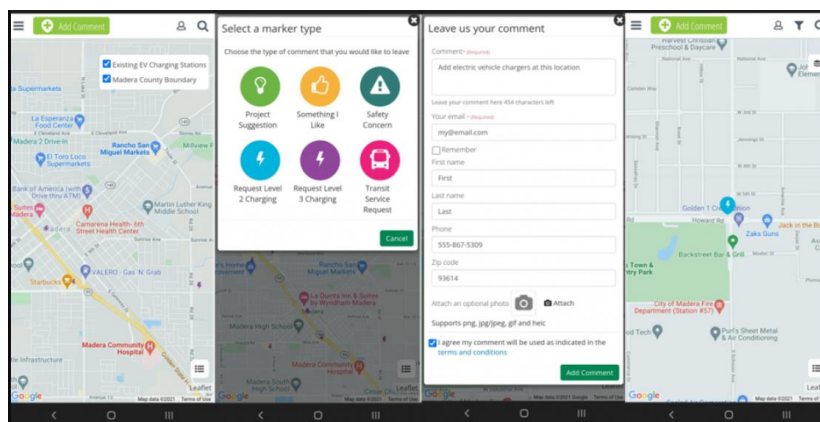
Enclosure: No

Action: Information and Discussion Only

SUMMARY:

In support of MCTC's 2022 Regional Transportation Plan and Sustainable Communities Strategy planning activities, a web tool has been launched to receive specific, location-based feedback and input about transportation investments in the region. The tool can be accessed from the project website: www.yourmadera2046.com.

The tool allows participants to place pins on a map of Madera County to provide input about where issues exist, where new investments can be directed and what projects are important for the future. The tool can be accessed via PC, smartphone, or tablet.



The second round of outreach workshops will be scheduled in January and February and can be found by checking the project website for updates: www.yourmadera2046.com.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Special Meeting of January 19, 2022

AGENDA ITEM: 4-l
PREPARED BY: Nicholas Dybas, Associate Regional Planner

SUBJECT:

Short Range Transit Development Plan (SRTP) Workshop

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation Commission is hosting a public workshop for the Short Range Transit Development Plan on January 25, 2022. The workshop will be held virtually. There will be two sessions: one in the morning at 10:00 am, and one in the evening at 6:00 pm. This will be an opportunity to:

- Learn about the regional transit planning process
- Learn about existing transit services and planned improvements
- Provide valuable input on local transit needs
- Find out about future opportunities to be involved in transit planning

The link to register for the 10:00 am session is here:

<https://attendee.gotowebinar.com/register/1067097345811628557>

The link to register for the 6:00 pm session is here:

<https://attendee.gotowebinar.com/register/2761956037121479949>

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget

SHORT RANGE TRANSPORTATION DEVELOPMENT PLAN WORKSHOP

Madera County Transportation Commission is hosting a public workshop for the 5-year Short Range Transit Development Plan.

- Learn about the regional transit planning process
- Learn about existing transit services and planned improvements
- Provide valuable input on local transit needs
- Find out about future opportunities to be involved in transit planning



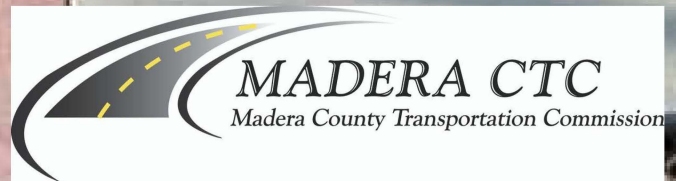
<https://www.maderactc.org/transportation/page/short-range-transit-development-plan>

Tuesday, January 25

Morning session at
10:00 am

Evening session at
6:00 pm

Link for workshop will be posted at bottom of webpage
Presentations for both sessions will be identical





STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 4-J

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Reinstate Contract – Project Prioritization Study (PPS)

Enclosure: No

Action: Authorize staff to reinstate the PPS contract with VRPA Technologies, and include an added \$45,000 from the 2021-22 OWP Budget

SUMMARY:

At its October 20, 2021 meeting, the Policy Board approved the Project Prioritization Study (PPS). MCTC, in partnership with the City of Madera, City of Chowchilla, County of Madera, and Caltrans District 6, developed a PPS for the Madera County Region. The study's outcome was a process to create prioritized lists of projects and programs to address traffic congestion, facilities maintenance, transit needs, aviation improvements, and active transportation (bicycle and pedestrian infrastructure and programs) to be implemented in the Madera County Region.

There are remaining grant funds available for this project. Staff recommends that the remaining funds be utilized to update the project costs for some of the projects in the PPS database to provide more accurate and up-to-date information. In addition, the contract for the consultant, VRPA Technologies, will need to be reinstated, and additional funds added in the amount of \$45,000. The additional funds required are in the budget.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Special Meeting of January 19, 2022

AGENDA ITEM: 4-K
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 4

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 4

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 4, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR’S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION COMMISSION FOR THE
PERIOD OF FEBRUARY 1 THROUGH
FEBRUARY 28, 2022, PURSUANT TO BROWN
ACT PROVISIONS**

Resolution No.: **21-15**
Amendment No. 4

WHEREAS, the Madera County Transportation Commission (Commission) is committed to preserving and nurturing public access and participation in meetings of the Policy Board and its committees; and

WHEREAS, all meetings of the Commission are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the Commission conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the Madera County’s boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the Policy Board previously adopted Resolution 21-15 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, such conditions persist in Madera County, specifically, a state of emergency has been declared due to the COVID-19 pandemic; and

WHEREAS, State and local officials continue to recommend social distancing measures to help combat the spread; and

WHEREAS, the Policy Board does hereby find that the COVID-19 state of emergency has caused, and will continue to cause, conditions of peril to the safety of persons within Madera County that are likely to be beyond the control of services, personnel, equipment, and facilities of the Commission; and

WHEREAS, as a consequence of the emergency, the Policy Board does hereby find that the Policy Board of Madera County Transportation Commission and all of its committees shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such the Commission shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, measures have been taken to ensure access for the public including the ability to participate virtually and provide comment.

NOW, THEREFORE, THE POLICY BOARD OF THE MADERA COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The Policy Board hereby considers the conditions of the state of emergency in Madera County and proclaims that a local emergency persists.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The Policy Board ratifies that the Governor of the State of California issued a Proclamation of a State of Emergency, effective as of its issuance date of March 4, 2020, which remains in effect.

Section 4. Imminent Public Health and Safety Risk. The Policy Board finds that as a result of the emergency, meeting in person could present imminent risks to the health or safety of attendees.

Section 5. Remote Teleconference Meetings. The Executive Director and the Policy Board of Madera County Transportation Commission are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) November 30, 2021, or such time the Policy Board adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the Policy Board of Madera County Transportation Commission may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

The foregoing resolution was adopted this 19th day of January 2022 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Brett Frazier	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 5-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Update: Governor's Proposed FY 2022-23 State Budget, and MCTC 2022 State Legislative Platform

Enclosure: Yes

Action: Approve the MCTC 2022 State Legislative Platform

SUMMARY:

On January 10, Governor Newsom released his proposed FY 2022-23 State Budget. Gus Khouri, Khouri Consulting, will present the attached State legislative update, focusing on the Governor's FY 2022-23 proposed budget as it relates to transportation and transportation related funding.

At last month's Policy Board meeting, Mr. Khouri and MCTC staff presented a proposed MCTC 2022 Draft State Legislative Platform for your feedback and consideration. Included in your package is a revised MCTC 2022 State Legislative Platform, incorporating and reflecting the recently released proposed FY 2022-23 State Budget.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



January 10, 2022

TO: Board Members, Madera County Transportation Commission
FROM: Gus Khouri, Principal
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – GOVERNOR’S FY 2022-23 STATE BUDGET

On January 10, Governor Newsom released his proposed FY 2022-23 State Budget. The 2022-23 Budget, which contains \$213.1 billion in General Fund spending (\$286.4 billion with special funds) is projected to have a healthy one-time surplus of \$45.7 billion (\$28.7 billion higher than projected from FY 20-21 through FY 22-23). Of this amount, \$16.1 billion is required to go to education per Proposition 98 for K-14, \$5.1 billion must go towards reserves, and \$3.9 billion for pension obligations (\$12.7B over four years). There is \$34.6 billion in reserves which includes: \$20.9 billion from the Proposition 2 Rainy-Day Fund; \$900 million from the Safety Net reserve; \$9.7 billion from the Public School System Stabilization Account; and \$3.1 billion from the state’s operating reserve. The Rainy-Day Fund is now at its constitutional maximum (10 percent of General Fund revenues), requiring \$2.4 billion to be dedicated for infrastructure investments in 2022-23.

The Budget projects the State Appropriations Limit, or "Gann Limit" will likely be exceeded in the 2020-21 and 2021-22 fiscal years by \$2.6 billion. Any funds above this limit are constitutionally required to be allocated evenly between schools and a tax refund. An updated calculation of this limit, and proposals to address it, will be included in the May Revision. The economic forecast, finalized last November, does not consider the surge of the Omicron variant, making the ongoing COVID-19 Pandemic a risk to the forecast. Strong stock market performance has generated a significant increase of volatile capital gains revenue (\$25 billion) that is approaching its prior peak levels (as a share of the state's economy) in 2000 and 2007. Personal income tax is up \$2.5 billion, sales tax is up \$6.1 billion, and corporation tax is up \$23.2 billion as well. A stock market reversal could lead to a substantial decrease in revenues. Given the state's history of boom-and-bust cycles, additional deposits into the state's reserves would further prepare the state for future economic slowdowns. Deposits into the reserves however count towards the State Appropriations Limit. Therefore, any additional deposits would have to be carefully balanced against other spending priorities.

Impact on Transportation

With the Congressional passage of The Infrastructure Investment and Jobs Act last November, California will receive more than \$40 billion of new formula-based transportation funding over the next five years and billions of dollars in additional funding from new competitive grants. This

measure could also provide billions in additional funds for clean drinking water, clean energy, toxic cleanup, broadband, and other infrastructure investments.

The Budget includes an additional \$9.1 billion (\$4.9 billion General Fund and \$4.2 billion Proposition 1A bond funds), for a total of \$14.9 billion, to support the continued development of a high-speed rail system in California, regional transit and rail projects, bicycle and pedestrian projects, and climate adaptation projects, with a particular focus on aligning the state's transportation system with its climate goals.

The Budget includes an increase to base Federal Highway Administration transportation funding levels for California of \$1.8 billion in 2021-22 and \$1.9 billion 2022-23. In addition, Federal Transit Administration base transit funding will increase by \$385 million in 2021-22 and \$423 million in 2022-23. This funding will flow directly to local transit authorities and does not require any state budget changes. California is also anticipating a \$14.2 million annual increase to the National Highway Traffic Safety Administration grant program, administered by the Office of Traffic Safety. The additional funds will help address traffic fatalities and serious injuries on California roads. Here is breakdown of the proposed expenditures:

- **High-Speed Rail**—\$4.2 billion to complete electrified high-speed rail construction in the Central Valley, perform advance work for service between Merced and Bakersfield, and complete advance planning and project design for the entire project. This is in addition to the funds available for this program in Cap and Trade.
- **Statewide Transit and Rail Projects**—\$2 billion to invest in high-priority transit and rail infrastructure projects. These projects will improve rail and transit connectivity between state and local/regional services, including projects on shared corridor routes.
- **Southern California Transit and Rail Projects**—\$1.25 billion to deliver local and regional projects focusing on mobility and greenhouse gas reduction.
- **Port Infrastructure and Goods Movement**—\$1.2 billion for port-related high-priority projects that increase goods movement capacity on rail and roadways serving ports and at port terminals, including railyard expansions, new bridges, and zero-emission modernization projects.
- **Zero-Emission Equipment and Infrastructure**—\$875 million for zero-emission port equipment, short-haul (drayage) trucks, and infrastructure. See the Climate Change Chapter for additional details.
- **Active Transportation and Projects to Connect Communities**—\$750 million to transform the state's active transportation networks, improve equity, and support carbon-free transportation options, including:
 - \$500 million for Active Transportation Program projects, which encourage increased use of active modes of transportation such as walking and biking and increase the safety and mobility of non-motorized users.
 - \$150 million to establish the Reconnecting Communities: Highways to Boulevards Pilot Program, which will improve equity and remove transportation barriers by investing in the conversion of key underutilized highways into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features in disadvantaged communities.
- **High Priority Grade Separation Projects**—\$500 million to support critical safety improvements throughout the state.
- **Climate Adaptation Projects**—\$400 million for state and local climate adaptation projects that support climate resiliency and reduce risks from climate impacts.
- **Zero-Emission Vehicles**—\$3.9 billion (\$2.9 billion General Fund) over three years (\$10 billion over six years) or investments in zero-emission vehicles and infrastructure to

accelerate the state's progress toward meeting its climate and transportation goals established in Executive Order N-79-20 and advance California's Zero-Emission Vehicle Market Development Strategy.

Governor Newsom proposes an additional one-time investment of \$6.1 billion over five years (\$3.5 billion General Fund, \$1.5 billion Proposition 98, \$676 million Greenhouse Gas Reduction Fund, and \$383 million Federal Funds) in zero-emission vehicles and infrastructure. This would result in a total of \$10 billion when factoring in the \$3.9 billion proposed for zero-emission vehicle infrastructure.

- **Low-Income Zero-Emission Vehicles and Infrastructure** - \$256 million for low-income consumer purchases, and \$900 million to expand affordable and convenient ZEV infrastructure access in low-income neighborhoods.
- **Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure** - \$935 million to add 1,000 zero-emission short-haul (drayage) trucks and 1,700 zero-emission transit buses; \$1.5 billion Proposition 98 to support school transportation programs, including advancing electric school buses in a coordinated effort between educational, air pollution, and energy agencies. \$1.1 billion for zero-emission trucks, buses, and off-road equipment and fueling infrastructure; and \$400 million to enable port electrification.
- **Zero-Emission Mobility** - \$419 million to support sustainable community-based transportation equity projects that increase access to zero-emission mobility in low-income communities. This includes supporting clean mobility options, sustainable transportation, and equity projects, and plans that have already been developed by communities that address mobility.
- **Emerging Opportunities**: \$200 million to invest in demonstration and pilot projects in high carbon-emitting sectors, such as maritime, aviation, rail, and other off-road applications, as well as support for vehicle grid integration at scale.

The Governor does propose to "pause" the annual inflation adjustment to the per gallon fuel excise tax rate, scheduled for July 1, 2022. This mechanism was approved as part of SB 1 in 2017 to protect against inflation and has an impact on funding made available to fund maintenance and congestion management on highways and repairing local streets and roads. California State Transportation Agency David Kim stated that this is only a pause and not a repeal, and that the purpose is to provide a relief to consumers at the pump (stave off price increase of gasoline and diesel fuel) with skyrocketing gas prices that have exceeded \$5 per gallon. If enacted, this action is expected to decrease fuel tax revenues by \$523 million in FY 2022-23, but the amount would be backfilled by the State Highway Account.

Transit and Rail Funding

The State Transit Assistance (STA) program is projected at \$854 million in FY 2022-23. Intercity and Commuter Rail would receive an estimated \$283 million in FY 2022-23, and Low Carbon Transit Operations Program is expected to provide \$182 million. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$473 million in FY 2022-23.

Clean California Initiative

Launched in 2020-21, the Clean California initiative invests \$1.1 billion over three fiscal years for state and local governments to clean up trash and debris statewide, beautify community gateways and public areas along highways, streets and roads while providing jobs to thousands of Californians. The Budget proposes \$100 million in General Fund revenues to continue the

Clean California Local Grant Program into 2023-24, which provides grants to cities, counties, transit agencies, tribal governments, and other government agencies to beautify their communities and remove trash and debris.

Broadband

The 2021 Budget provided \$6 billion over three years as part of a statewide plan to expand broadband infrastructure, increase affordability, and enhance access to broadband for all Californians. Broadband investments have been an integral strategy to promote remote work and reducing vehicles miles traveled.

The 2021 Budget Act included \$3.25 billion State Fiscal Recovery Fund to the California Department of Technology (CDT) for the purpose of building an open-access middle-mile network in unserved and underserved areas of California. Estimates produced by CDT, the Department of Transportation (Caltrans), and the California Public Utilities Commission (CPUC) indicate a need for approximately 8,100 miles of middle-mile broadband infrastructure for unserved and underserved communities.

- In November 2021, CDT announced the selection of 18 initial projects identified by the CPUC to begin building the open-access middle-mile network. The initial list of locations was developed by CPUC and the third-party administrator (TPA) and included public comment.
- In December 2021, CPUC provided updated mapping information to CDT, including updated data for unserved communities and public comment received by CPUC.
- CDT will continue to build and develop the statewide open-access middle-mile broadband network in collaboration with the TPA and Caltrans as CPUC recommends additional locations for middle-mile buildout.

To complement the middle-mile network, the 2021 Budget provided \$2 billion over three years for CPUC to build last-mile infrastructure to provide Californians with access to high-speed broadband service, and \$750 million for a Loan Loss Reserve Fund to support costs related to the financing of local broadband infrastructure development. CPUC anticipates making new last-mile project grants available in 2022 utilizing both state funding from the California Advanced Services Fund and federal funds. CPUC also anticipates releasing a staff proposal related to the Loan Loss Reserve Fund in the first quarter of 2022.

MCTC 2022 State Legislative Platform

Issue	Goal	Strategy
<p>1. MCTC’s Priority Projects</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources.</p>	<p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. Caltrans is proposing to make crucial investments on State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million 2022 ITIP contribution, coupled with Madera County’s Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million), will eliminate a 5.8 mile four-lane bottleneck, alleviating severe congestion, enhancing safety, and enhancing goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median. The California Transportation Commission will also be adopting guidelines for the SB 1 Cycle 3 competitive programs during the summer of 2022.</p> <p>Additionally, the State General Fund is projected to have a \$45.7 billion surplus for FY 22-23, with over \$20 billion in discretionary spending. There is also a \$4.5 billion carryover of resources (\$3.4B General Fund and \$1.1B interest earnings on transportation account investments) from FY 21-22.</p> <p>MCTC will remain diligent in competing for additional state funds to improve safety, congestion management, and goods movement throughput on State Routes 41 and 99.</p> <p>MCTC will support efforts to increase the appropriation authority/ programming capacity for the SB 1 competitive programs to enhance the prospects of an award to complete priority projects.</p> <p>MCTC will also assist local jurisdictions to pursue revenue made available through the Cap and Trade and Active Transportation Programs, for operations and capital needs for bus, rail and bicycle and pedestrian programs.</p>

Issue	Goal	Strategy
		<p>In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source to the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance. While the enactment of SB 1 has delayed possible implementation, Governor Newsom's Executive Order, N-79-20, which prohibits petroleum-powered vehicles sales by 2035, has accelerated conversation on converting to alternative fuels and electric vehicles, which do not pay at the pump. Reducing vehicle miles traveled in Madera County is a challenge given the lack of density and jobs/housing imbalance, and the impracticality of certain populations to use transit (labor, agricultural workers) so travel by passenger vehicle is vital.</p> <p>MCTC will monitor Road User Charge Technical Advisory Committee's activities. Balancing the needs of weaning our dependence on petroleum to fund transportation, while ensuring that a regressive replacement funding mechanism to the gas tax is not imposed, is critical to protecting disadvantaged communities and Madera County residents in conducting daily activities. Utilizing the vehicle registration fee may prove to be a more equitable option.</p>
<p>2. Regional Partnerships</p>	<p>Coordinate with the San Joaquin Valley Policy Council to raise awareness for the Highway 99 Corridor and highlight its' importance as a transportation facility of state and national significance.</p>	<p>Educate our delegation and funding partners, such as the California State Transportation Agency (CalSTA), CTC, Caltrans, and the Newsom Administration, about Highway 99, including the funding plan, and attributes that make it a highway of state and national significance, as previously recognized by the Brown Administration in letters submitted to the Trump Administration. Work with San Joaquin Valley COGs (Fresno, Kern, Kings, Merced, San Joaquin, Stanislaus, Tulare) and Caltrans to raise awareness of the importance of Highway 99 and its need for improvements as one of the two major interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas.</p> <p>MCTC will collaborate with San Joaquin Valley partners to pursue funding to improve safety and goods movement conditions on Highway 99.</p> <p>MCTC will coordinate with the metropolitan planning organizations in the San Joaquin Valley to ensure that efforts to reduce greenhouse gas</p>

Issue	Goal	Strategy
<p>3. Transit Funding Reform</p>	<p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p>	<p>emission account for opportunities and limitations within the region.</p> <p>The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund (LTF), generates over \$1.5 billion annually, primarily for public transit. Madera County operators have had difficulty in meeting the farebox recovery ratio (FRR) requirements (20% for urban operators) that are necessary to qualify to use funds for operational purposes. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates. The California Transit Association is hosting a working group to look at additional potential long-term changes in 2022.</p> <p>MCTC will monitor the CTA TDA working group and support modifications to the TDA process as appropriate to ensure that the county’s transit operators are provided with flexibility to continue accessing funding to maintain and expand service.</p>
<p>4. Greenhouse Gas Emissions Reduction Mandates</p>	<p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals.</p>	<p>Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. The California Department of Housing and Community Development has been added as a participant. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled. In 2019, the legislature enacted AB 101, Chapter 159, Statutes of 2019, which provided resources for local jurisdictions to zone for additional affordable housing.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order, N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state</p>

Issue	Goal	Strategy
	<p>Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Monitor the implementation of SB 743 and protect the ability to continue addressing congestion management and safety on the state highway system.</p> <p>Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.</p>	<p>funding to encourage mode shift with an emphasis on reducing greenhouse gases and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled. Given the unique geography of Madera County and the travel patterns associated with the jobs-housing nexus and goods movement, has exacerbated gridlock traffic, making reducing vehicle miles traveled a challenge. The prospects for reducing greenhouse gas emissions however could be realized through state investments made to improve the availability of charging station infrastructure and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible, along the state highway system. On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will be needed.</p> <p>Per the bill’s legislative intent, SB 743, Chapter 386, Statutes of 2013, was explicitly enacted to provide CEQA relief for the construction of the Golden 1 Center in Sacramento but is being used as a template for prospective transportation planning on the state highway system, with an emphasis on eliminating capacity projects and further influencing local sales tax measure investments. This could have an impact on the administration of delivering projects within the voter-approved Measure T expenditure plan.</p> <p>The Governor’s January FY 22-23 State Budget proposes \$10 billion over the next six years to invest into zero-emission vehicles and charging infrastructure, which includes money for lower income individuals, school buses, transit buses, and drayage trucks.</p> <p>MCTC will also work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote regional job creation to reduce vehicle miles traveled. This includes supporting efforts to expand the infrastructure and incentives, particularly for disadvantaged</p>

Issue	Goal	Strategy
		<p>communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure.</p> <p>MCTC will also support operational improvements such as telecommuting (by accessing proceeds from the \$6 billion for broadband infrastructure the legislature approved in the FY 21-22 budget of federal money), vanpools, shipping more freight via rail, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</p> <p>MCTC will work with organizations such as the California League of Cities, California State Association of Counties, San Joaquin Valley Policy Council, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes monitoring the implementation of SB 743 and its impact on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded.</p> <p>MCTC supports a revenue-neutral conversion to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers. Distribution should respect the vital role the San Joaquin Valley plays in maintaining system integrity and providing mobility options.</p> <p>MCTC will also pursue funding from the \$10 billion made available through the Governor’s FY 2022-23 State Budget, to make investments into zero-emission vehicle infrastructure and incentives for zero-emission vehicle purchases that may assist those in disadvantaged communities.</p>

Issue	Goal	Strategy
<p>5. Passenger Rail</p>	<p>Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California</p> <p>Maintain and increase funding for commuter and intercity passenger rail for Ace/ San Joaquins. Pursue funding opportunities made available through CalSTA.</p>	<p>Work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, and Union Pacific Railroad to expand passenger rail service to accommodate for Madera County residents.</p> <p>Madera will also continue to diligently work on establishing extended commuter/intercity rail service to not only offset the impacts of congestion on SR 99, but to also reduce greenhouse gas emissions, and expand mobility options.</p> <p>MCTC will advocate to increase and acquire funding from CalSTA through the State Rail Assistance and Transit Capital and Intercity Rail Program.</p>



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 5-B
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

MCTC Policy Board Committee Appointment – Alternate, California Association of Councils of Governments

Enclosure: Yes

Action: Appoint an alternate to represent the MCTC on the California Association of Councils of Governments (CalCOG)

SUMMARY:

Included in your package is a copy of the various MCTC Policy Board Committee Appointments. Staff is requesting the Policy Board to appoint an alternate to represent the MCTC on the California Association of Council of Governments.

California Association of Councils of Governments

The California Association of Councils of Governments (CALCOG) is a nonprofit, social welfare organization formed to serve regional governments.

There are currently 47 member agencies, each appointing a representative from their legislative body to serve on the CALCOG Board. And, in recognition of the inter-relationship between regional and local governments, both the California State Association of Counties and the League of California Cities may also appoint a representative to the CALCOG Board of Directors.

CALCOG Board of Directors: current member is Supervisor Poythress as Second Vice President, Executive Committee member. An alternative representative must be appointed.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget

MCTC Policy Board Committee Appointments

San Joaquin Valley Regional Policy Council

Supervisor Robert Poythress, Chairman
Supervisor Brett Frazier
Alt. City Council Member Jose Rodriguez
Patricia Taylor, Executive Director, Staff

CalVans

Supervisor Robert Poythress
Alt. City Council Member Jose Rodriguez

San Joaquin Valley Joint Powers Authority Rail

Supervisor Brett Frazier
Alt. Supervisor Tom Wheeler

San Joaquin Valley Rail Committee

Chris DaSilva
Terry Flanagan
Alt. Vacant

California Road Charge Technical Advisory Committee

Supervisor Robert Poythress

California Association of Councils of Governments

Supervisor Robert Poythress
Alt: Vacant

San Joaquin Valley Air Pollution Control District

Supervisor Tom Wheeler

San Joaquin Valley REAP Committee for Housing

Supervisor Robert Poythress – County Representative and MCTC Board Member
City of Madera Mayor - Santos Garcia – City of Madera – Large City Representative
City of Chowchilla - Council Member Diana Plamer – City of Chowchilla – Small City Representative

Updated

Thursday, January 06, 2022



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – December 22, 2021

Enclosure: Yes

Action: Approve December 22, 2021, meeting minutes

SUMMARY:

Attached are the Executive Minutes for the December 22, 2021, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: December 22, 2021
Time: 3:01 pm
Place: Madera County Board Chambers

In person and GoToWebinar

Members Present: Chairman, Jose Rodriguez, Council Member, City of Madera
Vice-Chairman, Tom Wheeler, Supervisor, County of Madera
Brett Frazier, Supervisor County of Madera
Diana Palmer, Council Member, City of Chowchilla
Cecelia Gallegos, Council Member, City of Madera
Robert Poythress, Supervisor, County of Madera

Members Absent: None

Policy Advisory Committee: Above Members, Michael Navarro, Caltrans District 06, Deputy Director

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Associate Regional Planner
Nicholas Dybas, Associate Regional Planner
Sandy Ebersole, Administrative Analyst
Sheila Kingsley, Office Assistant

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE

3. 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.

No other public comment.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. TRANSPORTATION CONSENT ITEMS

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

A. 2021 Traffic Monitoring Program Report

Action: Accept the 2021 Traffic Monitoring Program Report

B. Clean California Local Grant Program Call for Projects

Action: Information and Discussion Only

C. Caltrans Smart Mobility Framework Guide 2020

Action: Information and Discussion Only

D. Active Transportation Resource Center Disadvantaged Communities Technical Assistance Program

Action: Information and Discussion Only

- E. Transit and Intercity Rail Capital Program (TIRCP) 2022 Award Cycle
Action: Information and Discussion Only
- F. United States Department of Transportation (U.S. DOT) Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant Award List
Action: Information and Discussion Only
- G. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 4 – (Type 1 – Administrative Modification)
Action: Ratify
- H. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 5 – (Typed 1 – Administrative Modification)
Action: Ratify
- I. MCTC Social Media – Executive Decision
Action: Information and Discussion Only
- J. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 3
Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 3

Transportation Consent Calendar Action on Items A-J.

Upon motion by Commissioner Frazier, seconded by Commissioner Wheeler to approve Transportation Consent Calendar Items A-J. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes
Commissioner Rodriguez – Yes
Commissioner Wheeler -Yes
Commissioner Palmer – Yes
Commissioner Frazier- Yes
Commissioner Gallegos – Yes
Commissioner Wheeler - Yes
Vote passed 6-0

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. Infrastructure Investment and Jobs Act of 2021 (IIJA)

Action: Information and Discussion Only

- B. Draft – MCTC 2022 State Legislative Platform

Action: Information and Discussion Only

- C. SR 99 Summit – Save the Date

Action: Information and Discussion Only.

- D. 2022 Regional Transportation Plan and Sustainable Communities Strategy – Public Outreach Update

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

Upon motion by Commissioner Wheeler, seconded by Commissioner Poythress to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes
 Commissioner Rodriguez – Yes
 Commissioner Wheeler -Yes
 Commissioner Palmer – Yes
 Commissioner Frazier – Absent
 Commissioner Gallegos – Yes
 Vote passed 5-0

7. ADMINISTRATIVE CONSENT ITEMS

- A. Approval of Executive Minutes of the November 17, 2021 Regular Meeting.

Action: Approve Minutes of the November 17, 2021 Regular Meeting

- B. Transportation Development Act (LTF, STA) – Allocation, Resolution 21-13 Amendment No. 1, Resolution 21-14 Amendment No. 1

Action: Upon motion by Commissioner Gallegos, seconded by Commissioner Poythress to approve Resolution 21-13 Amendment No. 1, Resolution 21-4 Amendment No. 1. A vote was called and the motion carried.

Roll call for votes: Commissioner Poythress – Yes
Commissioner Rodriguez – Yes
Commissioner Wheeler -Yes
Commissioner Palmer – Yes
Commissioner Frazier – Absent
Commissioner Gallegos – Yes
Vote passed 5-0

Approval Administrative Consent Calendar Action A – B

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Gallegos to approve the Administrative Consent Calendar Items A - B. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes
Commissioner Rodriguez – Yes
Commissioner Wheeler -Yes
Commissioner Ahmed – Yes
Commissioner Brett Frazier – Absent
Commissioner Gallegos – Yes
Vote passed 5-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. FY 2021-22 Overall Work Program & Budget – Amendment No. 2

Action: Upon motion by Commissioner Wheeler, seconded by Commissioner Gallegos to approve FY 2021-22 Overall Work Program & Budget – Amendment No. 2. A vote was called and the motion carried.

Roll call for votes: Commissioner Poythress – Yes
Commissioner Rodriguez – Yes
Commissioner Wheeler -Yes
Commissioner Ahmed – Yes
Commissioner Brett Frazier – Absent
Commissioner Gallegos – Yes
Vote passed 5-0

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

- A. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 3

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No 3

Approval Consent Calendar Action A

Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos to approve the Consent Calendar Item A. A vote was called, and the motion carried.

Roll call for votes: Commissioner Robert Poythress – Yes
Commissioner Jose Rodriguez – Yes
Commissioner Tom Wheeler -Yes
Commissioner Diana Palmer – Yes
Commissioner Brett Frazier – Absent
Commissioner Cecelia Gallegos – Yes
Vote passed 5-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

None

OTHER ITEMS

11. MISCELLANEOUS

- A. Items from Caltrans

Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on State Highway projects in Madera County.

- B. Items from Staff

Patricia Taylor, Executive Director provided the following remarks:

- Encouraged local jurisdictions to participate in the upcoming Active Transportation Plan (ATP) – Cycle 6 workshops and to prepare to submit a grant application.
- Wished everyone a Happy and Safe Holiday.

C. Items from Commissioners

This time was reserved for the Commissioners to inquire about specific projects.

12. CLOSED SESSION

13. ADJOURNMENT

Meeting adjourned at 4:15 p.m.

Next meeting scheduled for Wednesday, January 19, 2022

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Conference Room Audio/Visual (AV) Upgrades

Enclosure: No

Action: Authorize staff to implement the AV Upgrades to the MCTC Conference Room and provide an amendment to the 2021-22 Overall Work Program and Budget reflecting the funding in the amount of \$19,500

SUMMARY:

The coronavirus pandemic has been a unique time in history. One of the realistic benefits of the pandemic is that it has allowed and forced agencies to learn and use new technological capabilities to conduct business and interact with the public.

The Policy Board conducted their meetings exclusively in a virtual format for over a year. Recently, the Policy Board decided to start conducting its meetings in person while still using virtual capabilities for those who wish to do so. As you know, the MCTC conference room currently does not have the infrastructure needed to conduct this hybrid approach for any Commission meetings held in the conference room. Therefore, staff consulted our IT firm to explore the various available options to help provide this format.

Staff received a proposal from EKC Enterprises. Their recommendation is to install two cameras, four speakers in the ceiling, and two microphones that drop down from the ceiling by the dais and the podium. Also needed would be a new computer to operate all the equipment. The proposed cost for this setup would be approximately \$19,500 for all the equipment and labor. An option to improve sound quality when speaking would be to purchase individual microphones. However, allowing for additional microphones would require an additional \$10,000 in costs. Therefore, staff recommends that AV upgrades be made to the MCTC conference room to allow for meetings to be conducted in person while also allowing virtual participation. MCTC staff will revisit the need for individual microphones should the need arise.

FISCAL IMPACT:

Fiscal impact of \$19,500 to be amended and approved in the 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 9-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Madera County Transportation Authority (MCTA) Fiscal Year 2020-21 Audit Report

Enclosure: Yes

Action: Accept MCTA Fiscal Year 2020-21 Audit Report

SUMMARY:

MCTA has received the Measure "T" Audit Report for the Fiscal Year ended June 30, 2021 for the Madera County Transportation Authority. This report was done in accordance with Section 99245 of the Public Utilities Code by Price, Paige, and Company.

We are pleased to report that there are no adverse findings.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**MADERA COUNTY TRANSPORTATION
AUTHORITY**

FINANCIAL STATEMENTS

**FOR THE YEAR ENDED
JUNE 30, 2021**

JUNE 30, 2021

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INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners
Madera County Transportation Authority
Madera, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Madera County Transportation Authority (the Authority), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Authority, as of June 30, 2021, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

570 N. Magnolia Avenue, Suite 100
Clovis, CA 93611

tel 559.299.9540
fax 559.299.2344

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 4–8 and 34–35 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The Schedule of Measure T Sales Tax Receipts is presented for purposes of additional analysis and are not a required part of the basic financial statements

The Schedule of Measure T Sales Tax Receipts is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Measure T Sales Tax Receipts is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January 13, 2022, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
January 13, 2022

MANAGEMENT'S DISCUSSION AND ANALYSIS

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2021**

As management of the Madera County Transportation Authority (the "Authority"), we offer readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2021. We encourage the readers to consider the information presented here in conjunction with the Authority's financial audit.

Financial Highlights

1. The assets of the Authority exceeded its liabilities at the close of the fiscal year by \$2,542,085 (net position).
2. The Authority's total net position for the fiscal year ended June 30, 2021, increased by \$40,690 primarily because of lower expenditures on capital expenditures.
3. As of the close of the current fiscal year, the Authority's governmental funds reported a combined ending fund balance of \$10,613,408, a decrease of \$1,809,956 in comparison with the prior year. The amount of \$2,350,832 is restricted for specific regional capital projects and \$7,483,321 is assigned for road improvements.

Overview of the Financial Statements

This discussion and analysis are intended to serve as an introduction to the Authority's basic financial statements. The Authority's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Basic Financial Statements

The first two statements in the basic financial statements are **Government-Wide Financial Statements**. They provide both short and long-term information about the Authority's financial status.

The next statements are **Fund Financial Statements**. These statements focus on the activities of the individual parts of the Authority's government. These financial statements provide more detail than the government-wide statements. There are two parts to the Fund Financial Statements: 1) the governmental fund statements and 2) the fiduciary fund statements.

The next section of the basic financial statements is the **Notes**. The notes to the financial statements explain in detail some of the data contained in those statements.

Government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of the Authority's finances, in a manner like a private-sector business, and consist of the following two statements:

The **statement of net position** presents information on the Authority's net position and liabilities, with the difference between the two reported as net assets. Over time, increases or decreases in net assets may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The **statement of activities** presents information showing how the Authority's net assets changed during the most recent fiscal year. All changes in net assets are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, the revenues and expenses are reported in this statement for some items that will only result in cash flows in future periods.

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2021**

Item 9-9-A.

The government-wide financial statements report on the functions of the Authority that are principally supported by sales tax revenues. The Authority's function is to provide administration and planning services for the Measure T program.

The government-wide financial statements can be found on pages 10 to 11 of this report.

Fund financial statements. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Madera County Transportation Authority, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds. Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, tax revenue fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

The basic governmental fund financial statements can be found on pages 14 through 17 of this report.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balance provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Trust funds. Trust funds are used to account for Measure T resources held for the benefit of local agencies (City of Madera, County of Madera, and the City of Chowchilla). The Authority has one trust fund (Measure T Trust Funds). Trust funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support Authority's programs.

The basic trust fund financial statements can be found on pages 18 through 19 of this report.

Notes to the financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 22 through 32 of this report.

Other information. This report also presents certain required supplemental information concerning compliance with the Authority's annual budget for the general fund which is the Authority's main operating fund. This information and associated notes immediately follow the basic financial statements and their accompanying notes.

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2021**

Item 9-9-A.

Government-Wide Financial Analysis

Following are the government-wide financial statements for the fiscal year ended June 30, 2021:

Net position may serve over time as a useful indicator of a government's financial position. In the case of the Authority, assets exceeded liabilities by \$2,542,085 at the close of the fiscal year 2020-2021.

**MCTA Net Position
Condensed Statement of Net Position
Figure 1**

	2021	2020
Assets:		
Current assets	\$ 9,501,834	\$ 12,713,008
Noncurrent assets	3,113,324	3,129,520
Total assets	12,615,158	15,842,528
 Liabilities:		
Other liabilities	2,143,278	3,590,140
Long-term liabilities	7,929,795	9,750,993
Total liabilities	10,073,073	13,341,133
 Net position:		
Restricted	3,113,324	3,130,029
Unrestricted	(571,239)	(628,634)
Total net position	\$ 2,542,085	\$ 2,501,395

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2021**

Item 9-9-A.

**MCTA Changes in Net Position
Condensed Statement of Activities
Figure 2**

	2021	2020
Revenues:		
Program revenues:		
Operating grants and contributions	\$ 32,502	\$ 72,839
General revenues:		
Sales taxes	6,595,669	5,312,120
Interest income	54,082	220,466
Total revenues	6,682,253	5,605,425
Expenses:		
Public ways and facilities	6,218,581	2,647,204
Interest on long-term debt	422,982	508,948
Total expenses	6,641,563	3,156,152
Change in net position	40,690	2,449,273
Net position - beginning	2,501,395	52,122
Net position - ending	\$ 2,542,085	\$ 2,501,395

Governmental Activities: The Authority's net position increased by \$40,690 for the fiscal year ended June 30, 2021. The Figure 2 table above indicates the change in net position for governmental activities. The key elements of this increase are primarily attributable to lower than planned capital project expenditures this fiscal year. Budget and fund financial statements reflect the modified accrual basis of accounting under U.S. generally accepted accounting principles. Under this approach, capital assets purchased and debt principal payments are recorded as expenditures. Further, revenues are accrued if measurable and available within the Authority's availability period established at 90 days. Conversely, the statement of activities is reported under the accrual basis of accounting, which capitalizes capital asset purchases, reduces liabilities by principal payments and recognizes revenues collected after the 90-day period.

The Authority's Funds

As the Authority completed this year, our governmental funds reported a combined fund balance of \$10,613,408, which is a decrease of \$1,809,956 from last year.

The primary reason for this change is:

1. The capital projects fund balance decreased by \$1,809,861 due to lower expenditures on capital projects this fiscal year.

**MADERA COUNTY TRANSPORTATION AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2021**

General Fund Budgetary Highlights

During the year there was no change between the original budget and the final budget for the General Fund. Actual revenues were more than the final budget by \$39,403 and expenditures were more than the final budget by \$39,498. The net effect of these differences results in a decrease of \$95 in the fund balance in the general fund.

Long-Term Obligations

At the end of 2021, the Authority had \$7,929,795 in debt outstanding. The debt consisted of Series 2009 and 2010 of the sales tax revenue bonds (see Note 6).

Economic Factors and Next Year's Budget

The Authority began to receive sales tax revenues under Measure T in Fiscal Year 2007/08. As approved by Madera County voters in November 2006, Measure T provides funding for all modes of transportation and enables agencies within the County to address the needs of residents, businesses, and major industries in providing for road improvements, public transit, and other programs that improve mobility and air quality.

The following economic factors were considered in preparing the Authority's fiscal year 2021-22 budget:

- Projected an increase of 2% in sales tax receipts in 2021-22 compared to actual sales tax receipts in 2020-21-
- Estimated expenditures for capital projects in the amount of \$5,949,000
- Bond Debt Service in the amount of \$2,279,540

Contacting Madera County 2006 Transportation Authority's Financial Manager

This financial report is designed to provide citizens, taxpayers, and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability for the money it receives. Additional financial information can be obtained by contacting Patricia Taylor, Executive Director, Madera County 2006 Transportation Authority, 2001 Howard Road, Suite 201, Madera, California 93637.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF NET POSITION
JUNE 30, 2021**

Item 9-9-A.

	Governmental Activities
ASSETS	
Cash and investments	\$ 8,084,869
Measure T sales tax receivable	1,416,965
Restricted assets:	
Cash and investments	3,113,324
Total assets	12,615,158
LIABILITIES	
Accounts payable	74,435
Interest payable	141,528
Due to trust funds	1,761,900
Due to other governments	165,415
Long-term liabilities:	
Portion due or payable within one year:	
Bonds payable	1,865,000
Portion due or payable after one year:	
Bonds payable	6,064,795
Total liabilities	10,073,073
NET POSITION (DEFICIT)	
Restricted for:	
Debt service	762,492
Capital projects	2,350,832
Unrestricted	(571,239)
Total net position (deficit)	\$ 2,542,085

The accompanying notes are an integral part of these financial statements.

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2021**

Item 9-9-A.

	Program Revenues		Net (Expenses) Revenues and Changes in Net Position
Expenses	Charges for Services	Operating Grants and Contributions	Governmental Activities
<u>Functions/Programs</u>			
Governmental activities:			
Public ways and facilities	\$ 6,218,581	\$ -	\$ 32,502
Interest on long-term debt	422,982	-	(422,982)
 Total governmental activities	 \$ 6,641,563	 \$ -	 \$ 32,502
 General revenues:			
Taxes:			
Sales taxes			6,595,669
Interest income			54,082
Total general revenues			6,649,751
Change in net position			40,690
Net position - beginning			2,501,395
Net position - ending			\$ 2,542,085

The accompanying notes are an integral part of these financial statements.

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FUND FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION AUTHORITY
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2021**

Item 9-9-A.

	General Fund	Capital Projects Fund	Total Governmental Funds
ASSETS			
Cash and investments	\$ 2,973,572	\$ 5,111,297	\$ 8,084,869
Restricted cash and investments	-	3,113,324	3,113,324
Due from other funds	-	1,071,040	1,071,040
Receivables:			
Measure T sales tax	29,066	1,387,899	1,416,965
Total assets	\$ 3,002,638	\$ 10,683,560	\$ 13,686,198
LIABILITIES			
Accounts payable	\$ -	\$ 74,435	\$ 74,435
Due to other funds	2,832,940	-	2,832,940
Due to other governments	152,935	12,480	165,415
Total liabilities	2,985,875	86,915	3,072,790
FUND BALANCES			
Restricted:			
Debt service	-	762,492	762,492
Capital projects	-	2,350,832	2,350,832
Assigned:			
Road improvements	-	7,483,321	7,483,321
Unassigned	16,763	-	16,763
Total fund balances	16,763	10,596,645	10,613,408
Total liabilities and fund balances	\$ 3,002,638	\$ 10,683,560	\$ 13,686,198

The accompanying notes are an integral part of these financial statements.

**MADERA COUNTY TRANSPORTATION AUTHORITY
RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET
TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION
JUNE 30, 2021**

Amounts reported for governmental activities in the statement of net position are different because:

Total fund balances - governmental funds	\$ 10,613,408
<p>Long-term liabilities are not due and payable in the current period and, therefore, are not reported as liabilities in governmental funds. Long-term liabilities at year-end consist of:</p>	
Bonds payable	(7,929,795)
<p>Interest payable on long-term debt does not require current financial resources; therefore, interest payable is not reported as a liability in the governmental funds balance sheet.</p>	
	<u>(141,528)</u>
Net position of governmental activities	<u>\$ 2,542,085</u>

MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

Item 9-9-A.

	General Fund	Capital Projects Fund	Total Governmental Funds
REVENUES			
Sales tax	\$ 144,919	\$ 6,450,750	\$ 6,595,669
Federal revenue	-	32,502	32,502
Interest revenue	484	53,598	54,082
	<u>145,403</u>	<u>6,536,850</u>	<u>6,682,253</u>
Total revenues			
EXPENDITURES			
Current:			
Public ways and facilities:			
Administration and planning	145,498	12,480	157,978
Debt service:			
Principal	-	1,770,000	1,770,000
Interest	-	506,623	506,623
Capital outlay - road improvements	-	6,057,608	6,057,608
	<u>145,498</u>	<u>8,346,711</u>	<u>8,492,209</u>
Total expenditures			
Net change in fund balances	(95)	(1,809,861)	(1,809,956)
Fund balances - beginning	<u>16,858</u>	<u>12,406,506</u>	<u>12,423,364</u>
Fund balances - ending	<u>\$ 16,763</u>	<u>\$ 10,596,645</u>	<u>\$ 10,613,408</u>

The accompanying notes are an integral part of these financial statements.

**MADERA COUNTY TRANSPORTATION AUTHORITY
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2021**

Net change in fund balances - total governmental funds	\$ (1,809,956)
Repayment of long-term debt	1,770,000
Premiums on bonds are amortized over the term of the bond in the government-wide statements but are recorded as an other source of funds in the year of issue on the governmental fund statements.	51,198
Interest on long-term debt in the statement of activities differs from the amount reported in the governmental funds because interest is recognized as an expenditure in the funds when it is due, and thus requires the use of current financial resources. In the statement of activities, however, interest expense is recognized as the interest accrues, regardless of when it is due.	<u>29,448</u>
Change in net position of governmental activities	<u>\$ 40,690</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF FIDUCIARY NET POSITION
PRIVATE-PURPOSE TRUST FUND
JUNE 30, 2021**

Item 9-9-A.

ASSETS

Cash and investments	\$ 1,192
Measure T sales tax receivable	1,489,630
Due from other funds	<u>1,761,900</u>
 Total assets	 <u>3,252,722</u>

LIABILITIES

Due to other governments	<u>3,251,530</u>
 Total liabilities	 <u>3,251,530</u>

NET POSITION

Restricted for:	
Other governments	<u>1,192</u>
 Total net position	 <u>\$ 1,192</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
PRIVATE-PURPOSE TRUST FUND
FOR THE YEAR ENDED JUNE 30, 2021**

Item 9-9-A.

ADDITIONS	
Sales tax	\$ 6,923,578
Investment income	<u>8,544</u>
Total additions	<u>6,932,122</u>
 DEDUCTIONS	
Disbursements to local agencies	<u>6,932,829</u>
Total deductions	<u>6,932,829</u>
Net increase (decrease) in fiduciary net position	(707)
Net position - beginning	<u>1,899</u>
Net position - ending	<u>\$ 1,192</u>

The accompanying notes are an integral part of these financial statements.

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NOTES TO THE BASIC FINANCIAL STATEMENTS

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Scope of Financial Reporting Entity

The Madera County Transportation Authority (the “Authority”) was created by the approval of Measure T by the voters of Madera County, California (the “County”) in November 2006. Measure T authorized the imposition of a ½% retail transaction and use tax (“sales tax”) in the County for 20 years through the year 2027.

The proceeds from Measure T are principally reserved for regional projects, local transportation, public transportation, and environmental enhancement.

The sales tax revenues received by the Authority under Measure T, after deducting certain administrative costs, are to be spent for programs as set forth in the investment plan included in Measure T and approved by the voters of the County.

The primary elements of the Measure T Program consist of the following:

Commute Corridor/Farm to Market Program (Regional Transportation Program) – authorizes major new projects to improve freeway interchanges, adds additional lanes, increases safety as determined by the local jurisdictions, and improves and reconstructs major commute corridors.

Safe Routes to Schools and Jobs Program (Local Transportation Program) – goal of this program is to improve each individual City’s and the County’s local transportation systems.

Transit Enhancement Program (Public Transportation Program) – goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality.

Environmental Enhancement Program – goal of this program is to improve air quality and the environment through four programs: environmental mitigation, air quality, bicycle/pedestrian facilities, and car/van pools.

Administration and Planning Program – funding is provided to the Authority to prepare investment plan updates, develop allocation program requirements, and administer and conduct specified activities identified in the other four programs.

Madera County Transportation Authority Structure Under the Measure T Program

The Authority administers the Measure T Program in compliance with PUC 180000. The Authority is responsible for administering the Measure T Program in accordance with plans and programs outlined in the Investment Plan and any subsequent updates.

PUC180000 includes provisions regarding the number of members on the Authority Board. Specifically, the Authority is represented by six (6) members including:

- ◆ Three (3) members of the Board of Supervisors, appointed by the Board.
- ◆ Two (2) members representing the City of Madera, consisting of members of the city council, appointed by the city council.
- ◆ One (1) member representing the City of Chowchilla consisting of a member of the city council, appointed by the city council.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basic Financial Statements

The basic financial statements consist of the following:

- ◆ Government-wide financial statements
- ◆ Fund financial statements
- ◆ Notes to the basic financial statements

The government-wide financial statements consist of the statement of net position and the statement of activities, and report information on all of the non-fiduciary activities of the Primary Government. As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. All internal balances in the statement of net position have been eliminated.

Both of the government-wide and fund financial statements distinguish functions of the Authority that are principally supported by taxes and intergovernmental revenues (governmental activities).

The statement of activities demonstrates the degree to which the direct and indirect expenses of a given function are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or activity. Indirect expenses are allocated based on the annual cost allocation plan. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or activity; and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Other items, not properly included among program revenues, are reported instead as general revenues.

Separate fund financial statements are provided for governmental funds and trust funds, even though the latter are excluded from the government-wide financial statements.

Measurement Focus, Basis of Accounting and Financial Statements

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the trust funds financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified-accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon thereafter to pay liabilities of the current period. For this purpose, the Authority considers revenues to be available if they are collected within 90 days of the end of the current fiscal period. Expenditures are recorded when a liability is incurred. However, debt service expenditures and claims and judgments, are recorded only when payment is due and payable.

The fund financial statements provide information about the Authority's individual funds including governmental and trust funds. Separate statements for each fund category are presented. The balance sheet and the statement of revenues, expenditures and changes in fund balance focus on the presentation of major governmental funds – the General Fund and Capital Projects Funds. These two statements are used to report information regarding the Authority's own operations and programs. The statement of fiduciary net position and the statement of changes in fiduciary net position provide information regarding the sales tax proceeds and related disbursements, which are exclusively restricted for local agencies for the support of regional public transit, local transportation and regional transportation within the County. Disbursements of Measure T funds during the fiscal year ended June 30, 2021 were made to the Cities of Madera and Chowchilla and the County of Madera.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Measurement Focus, Basis of Accounting and Financial Statements (Continued)

The Authority reports the following major governmental funds:

General Fund – the Authority’s primary operating fund, used to account for all the financial resources and the legally authorized activities of the Authority except those required to be accounted for in other specialized funds.

Capital Projects Fund – used to account for the accumulation of resources to be used to pay the costs of capital projects designated by Measure T.

The Authority reports the following fiduciary fund:

Private-Purpose Trust Fund – used to account for Measure T sales tax funds held by the Authority in a trustee capacity.

Cash and Cash Equivalents

The Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. The Authority does not consider amounts invested in external investment pools, such as the Madera County Treasury, to be cash equivalents.

Deposits with the Madera County Treasury

The Authority deposits all funds received in the County Treasury. Funds in the County Treasury participate in the County’s pooled investments, an external investment pool. The County Treasurer invests the Authority’s excess cash in an external investment pool on behalf of the Authority and other governments maintaining cash in the County Treasury. The County apportions a portion of the interest earned on pooled investments on the basis of the fund’s average balance. Investment policies and associated risk factors applicable to the Madera County Transportation Authority are those of the County of Madera. All of the County’s investments in securities are insured, registered, or are held by the County or its agents in the County’s name.

The County of Madera Board of Supervisors exercises primary oversight responsibility for the County of Madera’s investments. The County Treasurer manages the portfolio and reports the results to the Board. A Madera County Treasury Oversight Committee consisting of the County Treasurer, the Auditor-Controller, and a third member representing the County schools (the primary external pool participant) also monitors the Treasury’s investment on a regular basis. No regulatory agency outside of the County of Madera exercises any regulatory responsibilities over the County’s investments. The County’s pool is not registered with the SEC as an investment company.

Interfund Balances

Sales tax receipts from the State are deposited into the General Fund upon receipt and subsequently transferred to the Capital Projects and Trust Funds. Amounts that have not been transferred between funds at the end of the fiscal year, as well as all other outstanding balances between funds are reported as “due to/from other funds”. Internal balances are eliminated in the statement of net position.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Accounts Payable

Accounts payable reported in the financial statements of the Authority are amounts that are due and payable at year-end and, thereby, accrued as an expense and liability.

Interest Payable

In the government-wide financial statements, interest payable of long-term debt is recognized as the liability is incurred for governmental fund types and proprietary fund types.

In the fund financial statements, proprietary fund types recognize the interest payable when the liability is incurred.

Long-Term Obligations

In the government-wide financial statements, long-term debt obligations are reported as liabilities in the applicable governmental activities. Bond premiums and discounts are deferred and amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of the applicable bond premium or discount.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources, while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the Authority is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable – This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted – This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Balance Classification (Continued)

Committed – This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Commissioners. These amounts cannot be used for any other purpose unless the Board of Commissioners removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned – This classification includes amounts that are constrained by the Authority's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Commissioners or through the Board of Commissioners delegating this responsibility to the Authority Manager through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

Unassigned – This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the Authority.

The Authority generally uses restricted fund balances first, followed by committed resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to defer the use of these other classified funds.

Net Position

In government-wide financial statements, net position is reported in three categories as follows:

Net Investment in Capital Assets – This amount consists of capital assets net of accumulated depreciation and reduced by outstanding debt that attributed to the acquisition, construction, or improvements of the assets

Restricted – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted– This amount is all net position that does not meet the definition of “net investment in capital assets” or “restricted net position.”

When an expense is incurred for purposes for which both restricted and unrestricted net position are available, the Authority generally applies restricted net position first.

Use of Estimates

The preparation of the basic financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 2 – RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

A reconciliation of the total fund balances for governmental funds to the total net position of governmental activities has been prepared as part of the basic financial statements, including explanations of differences.

A reconciliation of the total net change in fund balances for governmental funds to the total changes in net position of governmental activities has been prepared as part of the basic financial statements, including explanations of differences.

NOTE 3 – SUMMARY OF RELATED PARTY TRANSACTIONS

Madera County Transportation Commission (the “Commission”) maintains the Madera County Transportation Authority’s accounting records and incurs various administrative and other expenses on behalf of the Authority. Expenses incurred by the Authority to the Commission during the fiscal year June 30, 2021 totaled to \$145,498. The total accounts payable to the Commission was \$152,935 for the year ended June 30, 2021.

NOTE 4 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2021 are classified in the accompanying financial statements as follows:

Statement of Net Position:	
Cash and investments	\$ 8,084,869
Restricted cash and investments	3,113,324
Statement of Fiduciary Net Position:	
Cash and investments	<u>1,192</u>
 Total cash and investments	 <u>\$ 11,199,385</u>

Cash and investments as of June 30, 2021 consist of the following:

County investment pool	\$ 10,437,569
Investments	<u>761,816</u>
 Total cash and investments	 <u>\$ 11,199,385</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 4 – CASH AND INVESTMENTS (Continued)

Investments Authorized by the California Government Code and the Authority's Investment Policy

The table below identifies the investment types that are authorized for the Authority by the California Government Code or the Authority's investment policy, where more restrictive. The table also identifies certain provisions of the California Government Code or the Authority's investment policy, where more restrictive, that address interest rate risk, credit risk, and concentration of credit risk.

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
Local Agency Bonds	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker's Acceptances	180 days	40%	None
Commercial Paper	270 days	None	None
Negotiable Certificates of Deposit	5 years	None	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements	92 days	None	None
Medium-Term Notes	5 years	None	None
Mutual Funds	n/a	None	None
Money Market Mutual Funds	n/a	None	None
Mortgage Pass-Through Securities	5 years	None	None
County Pooled Investment Funds	n/a	100%	None
Local Agency Investment Fund (LAIF)	n/a	None	None

Investments Authorized by Debt Agreements

Investments of debt proceeds held by the bond trustee are governed by provisions of the debt agreements, in accordance with the provisions of the Government Code of the State of California.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 4 – CASH AND INVESTMENTS (Continued)

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the Authority’s investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Authority’s investment by maturity:

Investment Type	Amount	Remaining Maturity Date
County investment pool	\$ 10,437,569	12 months or less
Held by bond trustee:		
BlackRock Treasury Trust Institutional	761,816	12 months or less
Total investments	\$ 11,199,385	

Disclosures Related to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Authority’s investment policy, and the actual rating as of year-end for each investment type. The column marked “exempt from disclosure” identifies those investment types for which GASB No. 40 does not require disclosures as to credit risk.

Investment Type	Amount	Exempt from Disclosure	Rating as of Year-End AAAm
County investment pool	\$ 10,437,569	\$ 10,437,569	-
Held by bond trustee:			
BlackRock Treasury Trust Institutional	761,816	-	761,816
Total investments	\$ 11,199,385	\$ 10,437,569	\$ 761,816

Custodial credit risk does not apply to a local government’s indirect investment in securities through the use of mutual funds or government investment pools. The County of Madera issues a financial report that includes custodial risk disclosures for the County investment pool. The report may be obtained by writing to the Office of the Auditor-Controller/Treasurer-Tax Collector, 200 West 4th Street #2300, Madera, California 93637.

Concentration of Credit Risk

The investment policy of the Authority contains no limitations on the amount that can be invested in any one issuer, with the exception to Banker’s Acceptances, which has a maximum percentage of 40%. Investments in any one issuer that represent 5 percent or more of total investments by reporting unit is as follows:

- The Authority holds investments of \$761,816 in Blackrock Treasury Trust Institutional.

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 4 – CASH AND INVESTMENTS (Continued)

Investment Valuation

The Authority categorizes its fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

Fair value measurements of the Authority's investments are as follows at June 30, 2021.

- Investment in the County's pooled investments: valued at \$10,437,569. The County invests in numerous types of investments ranging all levels in the fair value hierarchy. Accordingly, the County's pool investments are not an investment type that can be categorized in any particular level in the fair value hierarchy.
- Investments held by bond trustee: valued at \$761,816, invested in BlackRock Treasury Trust Institutional, a Level 1 input.

NOTE 5 – INTERFUND BALANCES

Due From/Due To Other Funds

Interfund receivable and payable balances arise from interfund transactions and are recorded by all funds affected in the period in which transactions are executed and are expected to be paid shortly after the end of the fiscal year.

Activities within due from/due to other fund balances at June 30, 2021 are as follows:

	Due from	Due to	
Governmental Funds			
General Fund	\$ -	\$ 2,832,940	
Capital Projects Fund	1,071,040	-	
Total governmental funds	1,071,040	2,832,940	
Private-Purpose Trust Funds	1,761,900	-	
Total	\$ 2,832,940	\$ 2,832,940	

The above balances reflect the sales tax allocations at June 30, 2021.

MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

Item 9-9-A.

NOTE 6 – LONG-TERM LIABILITIES

Long-term liabilities activity for the year ended June 30, 2021 consist of the following:

	Balance July 1, 2020	Additions	Reductions	Balance June 30, 2021	Due within One Year
Sales Tax Revenue Bonds:					
Series 2009	\$ 2,620,000	\$ -	\$ (510,000)	\$ 2,110,000	\$ 550,000
Series 2010	6,875,000	-	(1,260,000)	5,615,000	1,315,000
Series 2010-premiums, net of amortization	<u>255,993</u>	<u>-</u>	<u>(51,198)</u>	<u>204,795</u>	<u>-</u>
Total	<u>\$ 9,750,993</u>	<u>\$ -</u>	<u>\$ (1,821,198)</u>	<u>\$ 7,929,795</u>	<u>\$ 1,865,000</u>

Payments on the Sales Tax Revenue Bonds are made by the Capital Projects Fund.

SERIES 2009

The series 2009 bonds were issued on October 28, 2009, with a maturity date of September 1, 2024, and an interest rate of 7.44%. Semiannual principal reductions on the bonds range from \$80,000 to \$335,000. The bonds are secured by sales tax revenues. There is a provision in the bonds whereby in the event of default the lender may declare the entire unpaid principal and interest immediately due and payable.

Annual debt service requirements to maturity of the series 2009 bonds are as follows:

Fiscal Years Ending June 30	Principal	Interest	Total
2022	\$ 550,000	\$ 146,940	\$ 696,940
2023	590,000	105,276	695,276
2024	635,000	60,636	695,636
2025	<u>335,000</u>	<u>12,462</u>	<u>347,462</u>
Total	<u>\$ 2,110,000</u>	<u>\$ 325,314</u>	<u>\$ 2,435,314</u>

SERIES 2010

The series 2010 bonds were issued on June 29, 2010, with a maturity date of March 1, 2025, and an interest rate between 2.00-4.00%. Annual principal reductions on the bonds range from \$630,000 to \$1,505,000. The bonds are secured by sales tax revenues. There is a provision in the bonds whereby in the event of default the lender may declare the entire unpaid principal and interest immediately due and payable.

Annual debt service requirements to maturity of the series 2010 bonds are as follows:

Fiscal Years Ending June 30	Principal	Interest	Total
2022	\$ 1,315,000	\$ 267,600	\$ 1,582,600
2023	1,365,000	215,000	1,580,000
2024	1,430,000	146,750	1,576,750
2025	<u>1,505,000</u>	<u>75,250</u>	<u>1,580,250</u>
Total	<u>\$ 5,615,000</u>	<u>\$ 704,600</u>	<u>\$ 6,319,600</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021**

Item 9-9-A.

NOTE 7 – RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts: theft, damage to, and destruction of assets, injuries to employees, and natural disasters. The Authority manages and finances these risks by purchasing commercial insurance for which a \$1,000 deductible applies. There have been no significant reductions in insurance coverage from the previous year, nor have settled claims exceeded the Authority’s commercial insurance coverage.

NOTE 8 – COMMITMENTS

The Authority has entered into various cooperative agreements with governmental entities amounting to a total commitment of \$58,618,742. The Authority has made cumulative expenditures of \$51,076,116 on these commitments through June 30, 2021; therefore, the Authority’s outstanding commitments at June 30, 2021, total \$7,542,626.

As of June 30, 2021, the Authority had the following commitments with respect to the unfinished capital projects:

Project	Amount	Completion Date
SR 41 Passing Lanes	\$ 988,072	12/31/21
SR 99 - Ave 12 to Ave 17 Widening (E&P, PS&E, R/W)	90,045	12/31/21
Oakhurst Mid Town Connector	5,986,900	12/31/21
SR 233 Interchange Operational Improvements (Through E&P)	477,609	06/30/22
Total	\$ 7,542,626	

NOTE 9 – CONTINGENCIES

On March 11, 2020 the World Health Organization declared the outbreak of coronavirus COVID-19 a pandemic. Accordingly, some functions of the Authority’s operations have been limited to protect the health and safety of its employees. The Authority is dependent on sales taxes, the financial impact that could occur as a result of the pandemic is unknown at this time.

REQUIRED SUPPLEMENTARY INFORMATION

**MADERA COUNTY TRANSPORTATION AUTHORITY
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2021**

Item 9-9-A.

	Budgeted Amounts		Actual	Variance with Final Budget
	Original	Final		
REVENUES				
Sales tax	\$ 106,000	\$ 106,000	\$ 144,919	\$ 38,919
Interest revenue	-	-	484	484
	106,000	106,000	145,403	39,403
EXPENDITURES				
Current:				
Public ways and facilities:				
Administration and planning	106,000	106,000	145,498	(39,498)
	106,000	106,000	145,498	(39,498)
Net change in fund balances	-	-	(95)	(95)
Fund balance - beginning	16,855	16,855	16,858	3
Fund balance - ending	<u>\$ 16,855</u>	<u>\$ 16,855</u>	<u>\$ 16,763</u>	<u>\$ (92)</u>

**MADERA COUNTY TRANSPORTATION AUTHORITY
NOTES TO THE BUDGETARY COMPARISON SCHEDULE
FOR THE YEAR ENDED JUNE 30, 2021**

BUDGETARY BASIS OF ACCOUNTING

The Authority adopts a legal annual operating budget for its General Fund. All budget transfers and expenditures are approved by the Board or by the Authority Administrator prior to disbursement. The legal level of budgetary control is at the account balance level. The final budget revenue and expenditure amounts represent the original budget modified by any amendments and adjustments that have occurred during the year. Unencumbered appropriations lapse at year-end.

A budgetary comparison schedule for the General Fund is presented on page 34. Its purpose is to demonstrate compliance with the approved budget for fiscal year 2020-2021. Actual expenditures appearing on the schedule are presented using the accrual method of accounting.

EXCESS OF EXPENDITURES OVER APPROPRIATIONS

As of June 30, 2021, expenditures exceeded appropriations in individual funds as follows:

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
General Fund:	
Administration and planning	\$ 39,498

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SUPPLEMENTARY INFORMATION

**MADERA COUNTY TRANSPORTATION AUTHORITY
 SCHEDULE OF MEASURE T SALES TAX RECEIPTS
 JUNE 30, 2021**

Item 9-9-A.

Fiscal Year	Total Sales Tax Receipts *	Changes from Previous Year
2007/08	\$ 7,707,106	--
2008/09	7,311,825	-5.13%
2009/10	6,118,354	-16.32%
2010/11	6,939,324	13.42%
2011/12	7,775,292	12.05%
2012/13	7,960,277	2.38%
2013/14	8,439,910	6.03%
2014/15	9,017,126	6.84%
2015/16	9,327,292	3.44%
2016/17	9,521,593	2.08%
2017/18	9,810,897	3.04%
2018/19	10,398,296	5.99%
2019/20	10,534,761	1.31%
2020/21	12,872,191	22.19%

* Net of State Board of Equalization fees

OTHER AUDITOR'S REPORT

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
 FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

To the Board of Commissioners
 Madera County Transportation Authority
 Madera, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Madera County Transportation Authority (the Authority) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated January 13, 2022.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

570 N. Magnolia Avenue, Suite 100
 Clovis, CA 93611
 tel 559.299.9540
 fax 559.299.2344

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Price Pange & Company

Clovis, California
January 13, 2022

MADERA COUNTY TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2021

Item 9-9-A.

SECTION I – SUMMARY OF AUDITOR’S RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

Material weaknesses identified? _____ Yes X No

Significant deficiencies identified that are not considered to be material weaknesses? _____ Yes X None Reported

Noncompliance material to financial statements noted? _____ Yes X No

SECTION II – FINANCIAL STATEMENT FINDINGS

None reported.

**MADERA COUNTY TRANSPORTATION AUTHORITY
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2021**

Item 9-9-A.

FINANCIAL STATEMENT FINDINGS

None reported.



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 9-B

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 4

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 4

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 4, allowing for continued remote teleconferenced public meetings for all MCTA Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION AUTHORITY
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR’S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION AUTHORITY FOR THE
PERIOD OF FEBRUARY 1 THROUGH
FEBRUARY 28, 2022, PURSUANT TO BROWN
ACT PROVISIONS**

Resolution No.: **21-1
Amendment No. 4**

WHEREAS, the Madera County Transportation Authority (Authority) is committed to preserving and nurturing public access and participation in meetings of the Policy Board and its committees; and

WHEREAS, all meetings of the Authority are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the Authority conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the Madera County’s boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the Policy Board previously adopted Resolution 21-1 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, such conditions now exist in Madera County, specifically, a state of emergency has been declared due to the COVID-19 pandemic; and

WHEREAS, State and local officials continue to recommend social distancing measures to help combat the spread; and

WHEREAS, the Policy Board does hereby find that the COVID-19 state of emergency has caused, and will continue to cause, conditions of peril to the safety of persons within Madera County that are likely to be beyond the control of services, personnel, equipment, and facilities of the Authority; and

WHEREAS, as a consequence of the emergency, the Policy Board does hereby find that the Policy Board of Madera County Transportation Authority and all of its committees shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such the Authority shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, measures have been taken to ensure access for the public including the ability to participate virtually and provide comment.

NOW, THEREFORE, THE POLICY BOARD OF THE MADERA COUNTY TRANSPORTATION AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The Policy Board hereby considers the conditions of the state of emergency in Madera County and proclaims that a local emergency persists.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The Policy Board ratifies that the Governor of the State of California issued a Proclamation of a State of Emergency, effective as of its issuance date of March 4, 2020, which remains in effect.

Section 4. Imminent Public Health and Safety Risk. The Policy Board finds that as a result of the emergency, meeting in person could present imminent risks to the health or safety of attendees.

Section 5. Remote Teleconference Meetings. The Executive Director and the Policy Board of Madera County Transportation Authority are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) November 30, 2021, or such time the Policy Board adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the Policy Board of Madera County Transportation Authority may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

The foregoing resolution was adopted this 19th day of January, 2022 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Brett Frazier	_____
Commissioner Cecelia Gallegos	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T 2021 Strategic Plan Update

Enclosure: Yes

Action: Adopt Measure T 2021 Strategic Plan Update

SUMMARY:

The Strategic Plan provides a 5-year review of how Measure T tax revenues will be allocated to its various programs and serves as an update to the Investment Plan. It is intended to present to the financial community and the Authority's stakeholders at large a clear sense of the agency's strategy in managing its revenues and expenditures responsibly and cost effectively. It provides the best available understanding of when revenue will be available and how that revenue will be spent. The resulting assignment of dollars to programs and/or projects is a commitment to sponsors that the funds will be available. The Strategic Plan itself does not constitute a final funding commitment. Commitments to individual projects and/or programs are secured through actual allocation actions by the Authority Board in the Measure T Annual Work Program.

The Measure T Draft 2021 Strategic Plan update was released for public review on October 20, 2021, and the review period concluded on December 3, 2021. A public hearing was conducted on November 17, 2021, at the Policy Board meeting. No verbal or written comments were received during the public hearing or during the review period.

Staff recommends adopting the 2021 update to the Strategic Plan, which also serves as an update to the Investment Plan.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

2021

Measure “T” Strategic Plan



Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
www.maderactc.org

FINAL DRAFT
January 19, 2022

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Measure T – ½ Cent Transportation Sales Tax Program

2021 STRATEGIC PLAN

1. INTRODUCTION

Measure T ½ Cent Transportation Sales Tax Program

When voters approved Measure T on the November 7, 2006 ballot, they allowed a newly formed Madera County Transportation Authority (Authority) to impose a ½ cent retail transaction and use tax for the next twenty years (between April 1, 2007 and March 31, 2027). The Authority will continue to be responsible for administering the Measure "T" Program in accordance with plans and programs outlined in this and subsequent updates of this Plan.

According to the latest revenue projections the Measure Sales Tax would provide an estimated:

\$204 million for transportation improvements through the year 2027.

The revenue forecast used reflects the current data available and anticipates total sales tax revenues of approximately \$204 million, which is below the \$213 million stated in the original Investment Plan. Sales tax revenues are conservatively forecasted to grow 2.0% in 2021-22, and 2.5% until the end of the measure. The growth rate is based upon a conservative general growth trend over the long-term. Conservatism is required because an overly optimistic forecast could result in shortages of funds for capital projects, and in the worst case, bond debt service payments.

The allocation of projected sales tax revenues to specific types of transportation funding programs and/or improvement projects is described in the following sections of this Plan.

The Measure T Investment Plan was prepared to identify how the funds would be allocated over the 20-year period. The Measure "T" Strategic Plan provides a 5-year review of how Measure "T" tax revenues will be allocated to its various programs and serves as an update to the Investment Plan. The Authority will have the option of issuing bonds to deliver Measure projects and/or programs contained in the Investment Plan to save project costs by delivering them earlier. Issues and decisions regarding bonding are provided in subsequent sections of this Plan. In addition to this Strategic Plan, the Authority will prepare an Annual Work Program (AWP), which will further detail the programming of specific Regional Streets and Highways Program projects and the funding allocations for the Local Transportation Revenues Programs.

Measure T Investment Plan

The following Measure T funding program commitments are included in the Investment Plan approved by the voters of Madera County. Measure T provides funds for all modes of transportation that help meet the quality of life intent of the Measure. This in turn enables agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Plan provides

funds for road improvements, public transit, and other transportation programs that improve mobility and air quality within the County and each of the cities.

Investment Plan programs are detailed in Table 1 below. Implementing Guidelines for each of the five (5) Investment programs described below are contained in Appendix B of the Investment Plan and are further detailed in subsequent sections of this Strategic Plan.

TABLE 1
MEASURE "T" 1/2 CENT SALES TAX FOR TRANSPORTATION - 20 YEARS - MADERA COUNTY
Multi-Modal Funding Program

Allocations rounded to nearest \$100,000						
	100.00%	\$212,900,000	57.77%	6.17%	36.06%	\$10,645,000
FUNDING PROGRAMS (Reference Program Definitions and Details)						
1. Commute Corridors/Farm to Market Program (Regional Transportation Program)^{*4 *5 *6}	51.00%	\$108,579,000	\$62,726,088	\$6,699,324	\$39,153,587	\$5,428,950
Regional Streets and Highways Program ^{*7}	26.00%	\$55,354,000	Projects are prioritized on a "regional" basis			\$2,767,700
Regional Rehabilitation/Reconstruction/Maintenance Program ^{*8}	25.00%	\$53,225,000	\$30,748,083	\$3,283,983	\$19,192,935	\$2,661,250
2. Safe Routes to School & Jobs Program (Local Transportation Program)^{*6}	44.00%	\$93,676,000	\$54,116,625	\$5,779,809	\$33,779,566	\$4,683,800
<i>Local Allocation</i>						
Street Maintenance ^{*9}	13.00%	\$27,677,000	\$15,989,003	\$1,707,671	\$9,980,326	\$1,383,850
County Maintenance District/City Street Supplemental Maintenance Funding Program ^{*10}	8.75%	\$18,628,750	\$10,761,829	\$1,149,394	\$6,717,527	\$931,438
Flexible	21.75%	\$46,305,750	\$26,750,832	\$2,857,065	\$16,697,853	\$2,315,288
ADA Compliance	0.50%	\$1,064,500	\$614,962	\$65,680	\$383,859	\$53,225
3. Transit Enhancement Program	2.00%	\$4,258,000	\$2,459,847	\$262,719	\$1,535,435	\$212,900
Madera County	1.06%	\$2,254,859	\$2,254,859	\$0	\$0	\$112,743
City of Madera	0.66%	\$1,407,482	\$0	\$0	\$1,407,482	\$70,374
City of Chowchilla	0.11%	\$240,825	\$0	\$240,825	\$0	\$12,041
Subtotal (Transit Agencies)	1.83%	\$3,903,167	\$2,254,859	\$240,825	\$1,407,482	\$195,158
ADA / Seniors / Paratransit	0.17%	\$354,833	\$204,987	\$21,893	\$127,953	\$17,742
4. Environmental Enhancement Program^{*11}	2.00%	\$4,258,000	\$2,459,847	\$262,719	\$1,535,435	\$212,900
<i>Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities & Car/Van Pools Programs</i>						
5. Administration/Planning Program	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
MCTA	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
TOTAL:	100.00%	\$212,900,000	\$121,762,407	\$13,004,571	\$76,004,023	\$10,645,000
<i>Total Funding available for street & highway rehabilitation/reconstruction/maintenance:</i>	59.75%	\$127,207,750	\$73,487,917	\$7,848,718	\$45,871,115	\$6,360,388
Local Agency Allocation			57.77%	6.17%	36.06%	

*1 The 20-year funding total is based upon a 5% (Mid Range) Growth Factor considering annual Measure "A" Proceeds between 1990 and 2005.
 *2 Funds allocated to Madera County considered a population share of 57.77%, to the City of Chowchilla 6.17% and to the City of Madera 36.06%.
 *3 Total Measure "T" proceeds (\$212,900,000) divided by the duration of the Measure (20 years).
 *4 No more than 50% of these funds could be allocated to rehabilitation/reconstruction projects.
 *5 Program requires implementation of a Local Traffic Impact Fee Program. The Impact Fee Program must reflect at least 20% of each agency's total project costs programmed for projects to be funded using Commute Corridor/Farm to Market Funding Program - Regional Streets and Highways Program revenues.
 *6 If a Local Traffic Impact Fee Program is not implemented or is not maintained to address identified Tier 1 transportation project needs reflected in Table 2 of the Investment Plan, the agency would forfeit an equivalent apportionment of the Flexible Transportation Funds.
 *7 Current MCTC policy is to allocate funds based upon regional priorities.
 *8 Funds may be applied to reconstruction, rehabilitation and maintenance projects.
 *9 Pothole repair, chip seals, overlays, slurry seals, etc.
 *10 County Maintenance District improvements applies to County only. City Street Maintenance Funding Program applies to City Street Maintenance.
 *11 Local agencies may allocate funds to any of the subprograms listed necessary to address local issues and needs.

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$104.04 million or 51%.

The Plan authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$53.04 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$51.0 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs.

Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of this Strategic Plan.

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$89.76 million or 44%.

The goal is to improve each individual City's and the County's local transportation systems. Several funding programs are included:

- **\$44.37 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$44.37 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- About **\$1,020,000** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of this Strategic Plan.

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.08 million or 2%.

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$3.73 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive approximately **\$1.875 million** or .92% of Measure funds, the City of Chowchilla would receive approximately **\$0.285 million** or 0.14%, and the City of Madera would receive approximately **\$1.57 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements
 - Safer access to public transit services
 - Car pools
- The remaining approximately **\$350,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and people with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of this Strategic Plan.

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.08 million or 2%.

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM₁₀ and PM_{2.5} emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation, and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above, as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of this Strategic Plan.

5. ADMINISTRATION AND PLANNING PROGRAM - \$2.04 million or 1%.

Measure funding is provided to the Authority to:

- Prepare Investment/Strategic Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of this Strategic Plan.

Measure T Strategic Plan/Implementing Guidelines

The Strategic Plan provides a 5-year review Measure T tax revenues (2021-22 through 2025-26). The Plan is particularly important because it identifies how the funds will be allocated to each of the local agencies or jurisdictions and how or if the Authority intends to issue debt in order to meet the accelerated needs of the Regional Streets and Highways Program. The Strategic Plan is intended to present to the financial community and the Authority's stakeholders at large a clear sense of the agency's strategy in managing its revenues

and expenditures responsibly and cost effectively. It provides the best available understanding of when revenue will be available and how that revenue will be spent. The resulting assignment of dollars to programs and/or projects is a commitment to sponsors that the funds will be available. The Strategic Plan itself does not constitute a final funding commitment. Commitments to individual projects and/or programs are secured through actual allocation actions by the MCTA Board of Directors in the Measure T Annual Work Program. A list of definitions related to the Strategic Plan is provided in Appendix A.

The Strategic Plan makes provisions for the expenses associated with the California Department of Tax and Fee Administration (CDTFA) sales tax collection fees as well as for project management oversight, administration, and overhead necessary to oversee the program. The Plan also accounts for the necessary reserves that consider the fluctuations in sales tax revenue that occur from time to time. It may program funds for debt capacity within the Measure T Regional Streets and Highways Program so that those projects can be delivered earlier and take advantage of leveraged funding that may be available over time. This Plan, in essence, programs funds according to realistic project and program schedules and provides the overall structure for the management of the sales tax revenues. Finally, guidance is provided for the local agencies on requesting, utilizing, and reporting on sales tax revenues allocated for Local Transportation Revenue Programs.

In short, the Strategic Plan provides the overall roadmap for the programming of Measure T funds consistent with voter's expectations.

Implementing/Plan Development Agencies

◆ *Madera County Transportation Authority*

The Authority administers the Measure Program in compliance with the Public Utilities Code and will continue to be responsible for administering the Measure Programs in accordance with plans and/or programs outlined in the Measure T Investment Plan and in this Strategic Plan and subsequent updates to this Plan. In addition, the Investment Plan includes a provision for a Citizens' Oversight Committee. Details regarding the Committee are contained in Appendix D of the Investment Plan. The Strategic Plan is prepared by Authority/Madera County Transportation Commission (MCTC) staff, reviewed with the MCTC Technical Advisory Committee (TAC), and approved by the Authority Board of Directors.

The Public Utilities Code includes provisions regarding the number of members on the Authority Board. Specifically, the Authority will be represented by six (6) members including:

- Three (3) members of the board of supervisors appointed by the Board
- Two (2) members representing the City of Madera, consisting of members of the city council appointed by the city council
- One (1) member representing the City of Chowchilla consisting of members of the city council appointed by the city council

The following steps will be taken by the Authority/MCTC to prepare this and future updates of the Measure T Strategic Plan:

- Authority/MCTC staff working with member agencies and affected stakeholders will develop the Draft Strategic Plan;

- The Authority Board receives the Draft Strategic Plan and its updates and schedules public hearings to review the Plan;
- The Authority Board of Directors adopts the Strategic Plan.

◆ *Madera County Transportation Commission (MCTC)*

The Madera County Transportation Commission (MCTC or Commission) is the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Madera County. The Commission is responsible for the development and adoption of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) as required by state and federal law. The Commission will assist the Authority with preparation of the Measure T Strategic Plan and the Annual Work Program to ensure that the programs and/or projects contained in the Plan and Program are consistent with and are supported by the RTP and TIP. MCTC provides staff services to the Authority to prepare all Measure-related documents.

The Commission's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the Commission works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

Strategic Plan and Implementing Guidelines Overview

The following major sections are included in this Strategic Plan to provide further detail regarding the Measure T Program:

- ◆ Section 2 - Guiding Principles and Implementing Policies
- ◆ Section 3 - Financial Planning
- ◆ Section 4 - Revenues and Expenditures
- ◆ Section 5 - Local Transportation Revenue Programs, Implementing Guidelines & Revenues and Expenditures
- ◆ Section 6 - Regional Transportation Revenue Program, Implementing Guidelines & Revenues and Expenditures
- ◆ Appendices

2. GUIDING PRINCIPLES AND IMPLEMENTING POLICIES

Guiding Principles

During development of the Investment Plan, a number of guiding principles emerged regarding how the sales tax funds should be spent. These principles help guide the Strategic Plan policies and the specific programming recommendations and include:

- ◆ *Support timely and cost-effective project delivery, ensuring all strategies progress towards measurable improvements*

With the competition for funding at the federal and state level, it is imperative that Measure T dollars (under any local or regional program) be utilized efficiently and effectively. Local and Regional Measure T Program dollars should be actively delivering those projects with the greatest regional and local impact.

Regional Streets and Highways Program or Tier 1 projects and/or programs that progress towards delivering a public improvement should receive priority funding based upon approved performance criteria during the Regional Transportation Plan development process. Tier 1 funding commitments should be examined by the Authority for projects and/or programs that are not progressing adequately toward delivery under an agreement between the Authority and a local agency. If a Tier 1 project is not progressing through to project delivery in a timely or effective manner, the Authority will make that determination and may administer delivery of the project. The agreement between the Authority and a local agency to deliver a Tier 1 project must be written to include this policy.

Furthermore, the Authority retains the option of planning for, designing, engineering, and constructing any or all Tier 1 projects over the life of the Measure. The costs for such Authority services would be paid from the Regional Streets and Highways Subprogram on a “project by project” basis.

- ◆ *Maximize leveraging of outside fund sources*

The ability of local sales tax revenues to serve as an incentive to match outside fund sources is a distinct advantage realized by the passage of Measure T. The message sent by voters that the County is willing to fund many of its transportation needs can create opportunities at the federal, state, and regional level for funding to come to Madera County. The ability to utilize these sources will provide the Authority with the flexibility to respond to emerging transportation issues. The active pursuit of these opportunities, whereby revenues within the framework of the Investment Plan can be utilized to bring additional funds to the County, will continue to be a primary focus of the Authority. This policy applies to all funding programs contained in this Strategic Plan.

◆ *Maximize the cost-effective use of sales tax revenues*

The projects and/or programs envisioned in the Investment Plan may only be deliverable if they receive a concentrated influx of funding over a relatively short time period. The timing of sales tax revenue collection may not exactly fit the delivery needs of projects. While the Investment Plan provides the option of advancing sales tax revenue for Tier 1 projects in the Regional Streets and Highways Program, this Strategic Plan will specifically examine funding strategy options and the need to advance funds for project delivery needs. This can be accomplished in a variety of ways: by the leveraging of outside fund sources, the loaning of revenue within or between Investment Plan programs, and the advancing of sales tax revenues through short- or long-term debt financing, all of which may be considered. The desire to advance funds through these various financing mechanisms means that, over the 20 years of the Investment Plan, fewer dollars will be available for projects and/or programs because of the need to pay interest. The trade-off is the ability to deliver projects earlier (and potentially at a lower cost given the escalating cost of right-of-way and materials over time) for the benefit of Madera residents and businesses today. The best outcome is the ability to strike a balance between accelerated delivery and financing costs, and minimize—to the extent feasible—the cost of financing.

The Citizens' Oversight Committee (COC) should review the Draft Strategic Plan Updates, identify issues related to project delivery, review funding options recommended in the Plan, and review the extent of leveraging sought to maximize Measure T sales tax revenues.

◆ *Promote a balanced use of funds throughout the County*

The Investment Plan provides the basis for how funds are distributed throughout the County over the life of the Measure. The Authority will remain committed to working with the local agencies to move all programs forward simultaneously and strive to provide a balanced expenditure of Measure T funds throughout the County.

◆ *Promote high environmental and conservation awareness*

The Authority will remain committed to working with the local agencies in a cooperative manner to deliver Measure T programs with attention to environmental and conservation awareness. Allocation of Measure T funds for right-of-way capital and construction will be contingent upon demonstration of completed environmental documentation. Attention shall be paid to any unforeseen impact on local traffic circulation, bike and pedestrian safety and accommodation, and minimizing disruption to Madera County residents and businesses. To accommodate for a realistic project delivery schedule, baseline environmental studies should be prepared by local agencies under an agreement with the Authority or by the Authority for each Tier 1 regional project. This will provide critical information related to project schedule, cost, and deliverability.

◆ *Measure T Local and Regional Program and Project Fund Accounting Policy*

Claims prepared by local agencies for Local Measure T funding will be submitted to the Authority consistent with the provisions described in Section 4 of this Plan. Claim amounts by Measure T Program must be consistent with an adopted Capital Improvement Program (CIP), or a local agency Annual Expenditure Plan (AEP), or with a Resolution adopted by a local agency. The adopted CIP, AEP, or the

adopted Resolution must be approved during a public hearing during which the public was invited to comment on the proposed list(s) of projects and/or programs by Local Measure T Program.

If the Authority has entered into an agreement with a local agency to deliver a Regional Tier 1 project, claims will be submitted to the Authority and reviewed and approved by the Authority prior to payment. All claims will be for reimbursement of costs related to a Tier 1 project. Valid claims will then be approved, and the Authority will request the Madera County Auditor-Controller to process the claim and provide payment to the local agency.

The Regional Streets and Highways Program was intended to be driven by the availability of State Transportation Improvement Program and Transportation Enhancement (STIP/TE) funding considering approximately a two to one (2 to 1) funding ratio of STIP/TE funding to Measure T Regional Streets and Highways Program funding (See Phase I Delivery on next page). As a result, the delivery of projects contained in the Tier 1 list of candidate projects may not be in the order listed in the Investment Plan approved by the voters. The Authority will consider two major criteria when determining which projects will be programmed. The most important factor or criteria will be how soon the project can be delivered e.g.: is the project “shelf ready” and can move quickly toward implementation. The second most important criteria or factor is the availability of “leveraged” funding.

The STIP/TE funding amounts identified in the Regional Streets and Highways Tier 1 and Tier 2 Project Table (reference Table 22 in Section 5 of this Plan) are considered “maximum” contributions available to each project included in the Table, unless excess STIP/TE or Measure T revenues are received or anticipated.

◆ *Measure T Interest Accrual Policy*

An account for each Local Measure T subprogram by local agency will be provided and interest will be accrued within each of those program accounts. As a result, each agency will accrue interest and spend interest earned on projects and/or programs within each of the subprograms where such interest has been earned.

◆ *Strategic Plan Amendment Policy*

The Strategic Plan may be amended to accommodate an unforeseen financial change and will be amended when an error has been discovered as long as the amendment is consistent with provisions contained in the Investment Plan.

◆ *Innovative Financing Policy*

PURPOSE STATEMENT

The Madera County Transportation Authority endeavors to provide adequate financing for the Measure T Regional Streets and Highways projects and Local Programs to maximize the delivery of all programs equally based upon deliverability.

Should Pay-Go financing not be adequate to deliver Measure T Regional Streets and Highways projects and/or Local Programs, or if a project is of a high priority for delivery and the total amount of funds currently available do not completely cover the cost of the project, then inter-program loans may be the best option to finance project fund allocation shortfalls. A financial model has been developed in order to forecast the availability of cash on hand with the potential to be utilized for inter-program loans.

In general, forecasted cash on hand available for inter-program loans are defined as funding not currently utilized for the implementation of a specific project and/or program and that a repayment schedule can be structured to provide adequate funding for the specific project and/or program from which the loan was drawn when actually needed for implementation.

To accomplish an inter-program loan, available funds from other Measure T programs would be “loaned” to the Regional Streets and Highways Program, Flexible Program, and/or Local Programs. Such funds would be paid back “in full” plus interest according to the approved repayment schedule.

Should forecasted cash on hand not be adequate to completely cover the cost of a high priority project and/or program through an inter-program loan, the financial model would be expanded to consider private and public bond offerings to ensure the timely delivery of the Measure T Regional Streets and Highways and Flexible projects as well as Local Programs.

Measure T Regional Program

Phase I Project Delivery

Measure T was approved by the voters in 2006 along with California State Proposition 1B. This provided the Madera County Region with a rare opportunity to deliver major transportation capital improvement projects at a time when the State was dealing with a chronic fiscal and budget crisis. Unfortunately, fiscal crisis and uncertainty continues to be the norm in the State of California, no doubt a significant contributor was the Great Recession and its aftermath. Congress and President Obama approved the American Recovery and Reinvestment Act (ARRA) in 2009 which contained significant infrastructure funds for “shovel ready” transportation projects. It was also the intent of the MCTC Policy Board to accelerate the delivery of Phase I projects by pursuing bond financing early in the 20 year measure program.

The Measure T Regional Program, as envisioned when drafted and approved by the voters, was designed to leverage State Transportation Improvement Program (STIP) funds and required at least a 20% developer impact fee contribution. The Regional Program contained a candidate list of major capital improvement projects and outlined a funding component of Measure T Regional Funds; STIP; and Developer Impact Fees to match the estimated cost of each project. This funding formula as envisioned in the Measure T Investment Plan consisted of the following: Developer Impact Fees (20%); Measure T Regional (26.4%) STIP (53.6%), which represents a STIP to Measure T funding ratio of approximately 2 to 1. In order to deliver Phase I projects, the Investment Plan required that Measure T Flexible Program funds be impounded to make up for the unavailability of Developer Impact Fees, which have not materialized. Flexible funds provide funding for the Developer Fee gap but are not able to provide the

necessary contribution for all the projects on the list. And based upon the projected STIP gap for Phase II projects, funding is not projected to be available for several developer driven projects on the list.

Reliance on STIP funding has proved to be difficult based upon California Transportation Commission (CTC) Allocation priorities which have not lined up perfectly with Measure T projects. The CTC Staff has favored projects on State Route 99 based upon the Prop. 1B 99 Bond Program and SJ Valley SR 99 Business Plan. The Measure T regional projects are primarily on the local system and operational improvements to interchanges. The MCTC Policy Board has recognized the priority for widening SR 99 through the San Joaquin Valley and has approved a partnership with Caltrans District 06 to leverage state funds and to better position Madera SR 99 projects contained in the SR 99 Business plan by providing STIP and Measure T funds for seed money to build two projects on SR 99 from Ave 7 to Ave 17. This partnership has the potential to deliver over \$200 million dollars to the Madera Region allowing the City of Madera to interface with the new freight capacity that a 6 lane SR 99 will bring through the SJ Valley. Although the STIP program and State Prop 1B funds have been a major contributor to some Phase I projects, the Regional Program has not been delivered as envisioned due to lack of STIP funds available to certain projects, the lack of Developer Impact Fees, and lower revenues during the Great Recession. It was in this environment that Phase I Projects have been delivered. The MCTC Policy Board has been very aggressive in the delivery of Phase I projects and provided \$42.0 million in Measure T funds (bonded \$22.5 million); leveraged \$73.2 million in Prop 1B funds, \$65.9 million in STIP funds, and \$65.9 million in SHOPP funds for several major projects that total \$247 million from 2006 through 2016. The table below from the Measure T Investment Plan was updated to reflect the Phase I delivery and Phase II candidate projects for prioritization. The remaining projects from the Measure T Regional Program are projected as future projects should revenues be available.

Phase I delivery has been a major success due to the policies outlined in the 2007 Measure T Strategic Plan as enacted by the MCTC Policy Board utilizing innovative financing to obtain the necessary funds to build transportation projects when they are ready for construction regardless of the funding formula and/or fund source.

TABLE 4-1

20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX							
1. Regional Streets and Highways Program							
Candidate Capacity Increasing Projects and Recommended Priorities							
Map #	Route	Limits	Description	Cost	Other Funds (at least 20%)	Measure (Reg) + STIP/TE (Cost Minus Other Funds)	
PHASE I PROJECTS (2006-2016)							
1Q	Gateway	At SR 99	Reconstruct/widen interchange	\$6,650,000	\$0	\$6,650,000	COMPLETED
1B	SR 145	At SR 99	Reconstruct/widen interchange	\$6,800,000	\$0	\$6,800,000	COMPLETED
1G	Ellis/Avenue 16	Granada to Road 26 & new SR99	Reconstruct street & Construct overcrossing	\$16,400,000	\$7,730,000	\$8,670,000	COMPLETED
1D	Ave 12	At SR 99	Reconstruct/widen interchange	\$99,097,000	\$63,322,000	\$35,775,000	COMPLETED
1N	4th Street	Pine St to Lake	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$3,580,000	\$1,879,000	\$1,701,000	COMPLETED
1C	4th Street	At SR 99	Reconstruct/widen interchange	\$7,796,000	\$1,479,000	\$6,317,000	COMPLETED
1A	SR 41	between SR 145 and Road 200	Construct Passing Lanes	\$19,830,000	\$4,374,000	\$15,456,000	COMPLETED
	SR 99	Ave 12 to Ave 17	Widen from 4 to 6 lanes	\$86,149,900	\$84,604,900	\$1,545,000	COMPLETED
				\$246,302,900	\$163,388,900	\$82,914,000	
PHASE II PROJECTS (2017-2027)							
	Oakhurst	Mid-Town Connector	New Road	\$20,320,000	\$12,935,000	\$7,385,000	CONSTRUCTION
1F	SR 233	At SR 99	Interchange Operational Improvements	\$16,100,000	\$8,500,000	\$7,600,000	ENVIRONMENTAL
	Road 200	Phase III	Fine Gold Creek Bridge	\$8,190,000	\$5,490,000	\$2,700,000	ENVIRONMENTAL
1J	Cleveland	Schnoor to SR 99	Widen to 6 lanes	\$3,750,000	\$2,150,000	\$1,600,000	
1H,	Gateway (SR 145)	Yosemite to Cleveland	Reconstruct/Widen from 2 to 4 lanes	\$8,600,000	\$5,660,000	\$2,940,000	
	SR 41		Realignment EIR	\$3,100,000	\$2,600,000	\$500,000	(If Funds Available)
				\$60,060,000	\$37,335,000	\$22,725,000	
FUTURE CANDIDATE PROJECTS							
1E	SR 41	Ave 10 to Ave 12 w/interchange at Ave 12	Extend freeway/build interchange	\$95,000,000	\$0	\$0	
1K	SR 41	Road 420 to SR 49 (South of Oakhurst)	Widen from 2 to 4 lanes	Unknown			
1L	Ave 12	Road 38 to SR 41	2 to 4 lanes	\$21,239,169	\$0	\$0	
1O	Ave 12	SR 99 to Road 32	2 to 4 lanes	\$12,200,000	\$0	\$0	
1M	Rd 29	Olive to Ave 13	2 to 4 lanes	\$4,857,311	\$0	\$0	
1P	Rd 29	Ave 12 to Ave 13	2 to 4 lanes and realignment	\$9,567,994	\$0	\$0	
					\$0	\$0	
				\$142,864,474	\$0	\$0	
				\$449,227,374	\$200,723,900	\$105,639,000	

Phase II Project Planning and Delivery

Phase I Project delivery showed that financing major capital improvement projects rarely goes according to plan. Considering the STIP Funding GAP on Phase II projects and the Partnership between the MCTC Policy Board and Caltrans District 06 on State Route 99 and the lack of debt service capacity, the planning for Phase II project delivery relies exclusively on pay-go financing with Measure T funds. Based upon an updated Measure T cash flow analysis, six (6) projects were originally nominated by the local agencies for implementation. With this Strategic Plan update, there

are currently 5 projects programmed for delivery in Phase II. It is the intention of the MCTA to close out the Regional Program with the completion of the five projects. At that point, the Regional program revenues will be set to **zero** and any remaining Flexible Funds would be distributed to the local agencies for local transportation projects. The Measure T funding indicated for each Phase II project is considered the maximum Measure T contribution and any and all cost increases will be contributed from other local funds or the project scope will be revised and/or the project may be dropped from the program.

It is important to note that there have been some revisions to the original Measure T Tier 1 candidate project list for Phase II delivery as follows:

1. **SR 233 Interchange Reconstruction** – Revised from a \$60 million reconstruction to a \$16.1 million bridge widening with other operational improvements. A lack of available funding necessitated the project scope change. However, the project will provide for similar capacity enhancement for a fraction of the cost of the completed interchange reconstruction saving taxpayers tens of millions of dollars.
2. **SR 41 – Road 420 to SR 49 - Deadwood Grade Widening** – This project was deemed to be infeasible as the original cost estimate did not consider the blasting required and the cost of a bypass route during construction. The County nominated three projects to use these planned funds. Two of the projects are currently programmed.
 - a) Oakhurst Midtown Connector – Project connects Road 426 and SR 41 near Yosemite High School - \$15.32 million
 - b) Road 200 Phase III – Construct new bridge at Fine Gold Creek - \$8.19 million
3. **SR 99 – Ave 12 to Ave 17 - Widen to 6 lanes**
This project was added to leverage State funds for SR 99. Environmental and Design, Planning, and Right of Way funds only. Flexible funds - \$4.85 million.

The priorities for the Measure T Regional Program Phase II remain unchanged from the original Strategic Plan, which centers on fast, cost effective project delivery, leveraging State and Federal funding, and geographic equity. Also, the reality of pay-go financing dictates that few projects may move forward at the same time. The MCTC TAC recommended and the MCTA Policy Board directed that the program provide funds for the environmental and design phase of the first two (2) projects and that the project that advances to construction readiness first will receive priority for right of way and construction funding. It has also been the continuing policy of the MCTC Policy Board to obtain all funds, regardless of the source, to fund the construction of Regional Program projects when they are shovel ready. It is the intention of the Board to have at least two (2) projects under development to ensure a competitive atmosphere and to have a back-up plan should one project not meet its delivery schedule and to be able to take advantage of any future funding programs that come from

state or federal legislation. The next projects that are prioritized in the Measure T Regional Program Phase II are indicated below:

1. SR 233 Interchange Operational Improvements - \$16.1 million
2. Road 200 – Fine Gold Creek Bridge Widening – \$8.19 million

The uncertainty of Regional Program funding and delivery make it somewhat unrealistic to program projects beyond the first two, except to show that revenues sufficient to fund the program are projected to materialize. Indeed, the capacity for the last four (4) projects is projected at the very end of the Measure T program out to 2027.

The last project on the list, "The Route 41 Realignment EIR", can only be funded by Measure T funds should sufficient revenues be available. Available is defined as all other projects listed in Phase II have been fully funded and there are remaining Regional funds available.

KNN Financial Services, Inc reviewed the Measure T cash flow analysis and recommended pay-go financing for Phase II implementation. The updated Phase I and Phase II Regional Program are included in the appendix of this document.



Date: March 21, 2013

To: Derek Winning, Deputy Director
Troy McNeil, Fiscal Supervisor
Madera County Transportation Commission

From: Mark Li, Vice President
KNN Public Finance

Re: Debt Capacity for Measure “T” ½ Cent Sales Tax

Per the request of the Madera County Transportation Commission (“MCTC”), KNN Public Finance (“KNN”) has analyzed the current debt capacity for Measure “T”. In summary, based on MCTC’s current revenue and capital expenditure forecasts, there is no available debt capacity because there is not enough free cash flow in the Regional and Flexible Programs to pay interest on new debt.

KNN’s debt capacity analysis started with updating the cash flow model that was used to evaluate the economics of the two prior bond offerings. The model had been vetted by rating agencies and would work well to evaluate debt capacity. We updated the model to reflect the audited sales tax revenues of \$7,775,292 for Fiscal Year 2011-2012 and the sales tax revenue forecast which ramps up to a growth of 4.5% per year. In addition, we also updated the forecasted “Phase I” capital expenditures and added a forecast for the “Phase II” capital expenditures. Moreover, we did a review of the entire model and updated various financing assumptions and parameters.

After updating the model it became apparent that based on the sales tax revenue and capital expenditure forecasts there was little to no free cash flow in the Regional and Flexible Programs to pay interest on new debt. Accordingly, there is no debt capacity and pay-as-you-go would be the best approach to provide for the projects.

As always, let me know if you have any questions (510-208-8213, mli@knninc.com). Best regards, - Mark.

3. FINANCIAL PLANNING

Through careful financial planning, the Authority can optimize the use of a finite stream of sales tax revenues to fund capital projects. Project funding can be accomplished through (1) pay-as-you-go (“pay-go”) where capital expenditures are paid from the current year’s sales tax revenues and/or existing cash on hand (2) from inter-program loans where one program with excess cash on hand loans funds to another program or (3) from bond proceeds. Bonding allows for funding of projects earlier than would otherwise be possible under a pay-go scenario. To plan for the future, a cash flow forecast analysis/model (the “Model”) is utilized to determine whether pay-go funding will be sufficient or if bonds are needed.

The Strategic Plan Financial Policies discussed in Section 3.1 provide some basic guidelines for financial planning. Section 3.2 discusses the general methodology and considerations associated with development of the Model. Section 3.3 provides a forecast of expected Sales Tax Revenues from which all capital expenditures, debt service payments, and other expenses are funded. Section 3.4 provides a summary of the timing and amount of expected capital expenditures. Bond structures are considered in Section 3.5. All of the above factors are brought together in the financial planning Model, which can be found in Appendix B. Finally, in Section 3.6, conclusions are discussed.

This chapter is based on forecasts, which will vary from actual results. As the more years of Measure T pass, more historic data will be available and the forecasts will become more accurate. For future strategic plan updates, these forecasts will be updated and revised to reflect new data and information.

3.1 Strategic Plan Financial Policies

This section describes policies described in the 2007 Strategic Plan and the Authority’s Debt Policy. The financial policies adopted as part of the 2007 Strategic Plan are as follows:

- Use of bond financing vs. pay-go financing
- Use and conditions for inter-program loans

◆ *Use of Bond Financing vs. Pay-As-You-Go Financing*

The decision to use pay-as-you-go financing versus bond financing will be made on a project specific basis within the priorities of the program. Additionally, not every project will be an eligible candidate for long-term financing. For example, ongoing road maintenance projects and/or programs with a short-term asset life are typically not considered eligible for bond financing. Alternatively, large capital projects with long term benefits which meet the Authority’s transportation priorities, but exceed current revenues, are ideal candidates for long-term bond financing.

◆ *Use and Conditions for Inter-Program Loans*

Inter-program loans will be allowed to maximize program efficiency. Inter-program loans are utilized as a cash management strategy and will be clearly delineated between programs. Parameters for each inter-program loan will be developed to ensure loan accountability and ensure program categories remain consistent with measure objectives. Inter-program loans will incur interest at a rate that equals what the

funds would earn if not loaned. Interest on the loan is tied to the assumed short-term investment rate applicable to the annual fund balance.

In early 2008, the Authority adopted a Debt Policy. The Debt Policy governs the issuance and management of all debt and lease financings funded from the capital markets. The Debt Policy objectives are:

- Establish a systematic approach to debt issuance and debt management.
- Maintain good standing among market participants to ensure access to debt capital markets through prudent yet flexible policies.
- Set debt service payments through effective planning and project cash management.

Financings considered in this Strategic Plan are consistent with Debt Policy requirements.

3.2 Methodology and Key Considerations

As determined in the 2007 Strategic Plan, financial planning by the Authority has been focused on projects for the Regional Streets and Highways Program (26% of Measure T proceeds) and the Flexible Program (21.75% of Measure % proceeds). As evidenced by two bond financings during Fiscal Year 2009-2010 as well as being the source of an inter-program loan to the City of Chowchilla, these two programs are the ones that are the most likely to require or source inter-program loans or bond financings.

Financial planning for this Strategic Plan started with determining the timing and amount of required capital expenditures. Next, a Sales Tax Revenue forecast for Measure T was developed after careful review of historical data and an analysis of possible future economic and demographic fluctuations. Sales Tax Revenues are allocated to each program based on the Expenditure Plan. When Sales Tax Revenues less debt service plus any cash on hand is not sufficient to fund capital expenditures, an inter-program loan and/or bonding is required. Cash on hand is determined by the cash flow forecast analysis/model (the “Model”). Overall, the Model provides a means to determine (i) if anticipated capital expenditures can be met or if inter-program loans and/or bonding is required, (ii) if additional capital expenditures are possible and (iii) the maximum amount of bonding possible to accelerate the start of projects.

The Model records revenues and expenses as they are received and spent, respectively. Annual revenues not spent by the end of the fiscal year are carried forward to the next year in the form of a fund balance. A fund balance can be drawn down to meet cash needs within an individual program on an as needed basis. A primary objective of the Model is to maintain a balance above zero in every year of the program.

All project capital expenditures are paid first with available cash revenues on a pay-go basis. Any funding requirements within a program that cannot be met with cash are first funded by inter-program loans and then by bond financing, if needed. We assume inter-program loans are permitted. If monies are available in one program and can reduce the bonding requirements of the total program, then an inter-program loan can be implemented. Inter-program loans can serve as a short-term or long-term cash management strategy and are repaid with interest the following years.

In general, the use of bond financing only impacts the borrower/program and has no negative impact on other programs. The exception is the unlikely event where sales tax revenues allocated to the program decline to below debt service. In this unlikely event sales tax revenues will have to be borrowed from other programs

to pay debt service. Costs of issuance and annual debt service payments are allocated back to individual programs based upon their pro-rata share of received bond proceeds. The overall objective of the financial planning is to minimize program bonding costs while maximizing the timing and acceleration of project delivery.

3.3 Revenue Forecast

Critical to the Authority's financial planning is a forecast of sales tax revenues for Measure T. The revenues allow the Authority to pay expenses, capital projects, and debt service. In addition, the amount and timing of the revenues influence the maximum amount of capital expenditures and the need for inter-program loans or bonds. The revenue forecast used in the Model in Appendix B reflects current information and anticipates total sales tax revenues of approximately \$204 million, which is below the \$213 million found in the original Investment Plan. As shown in the following sections, sales tax revenues are conservatively forecasted to grow at 2.0% for FY 2021-2022, and 2.5% for the remaining years of the measure.

◆ *Conservatism*

While actual revenues received in future years will differ from the forecast, the forecast should be focused on matching a conservative general growth trend over the long-term. Conservatism is required because an optimistic forecast could result in shortages of funds for capital projects, and in the worst case, bond payments. This is especially true for years immediately after bond issuances, where very little growth has accumulated to offset any unforeseen declines. While past performance is not a guarantee of future performance, past performance does provide indications of what may be possible in the future.

◆ *Historical Data*

Madera County Taxable Sales are the basis for the Authority's revenues. Taxable sales growth, however, can vary from actual sales tax revenue growth due to adjustments by the CDTFA, which collects the sales taxes. In addition, taxable sales are reported on a calendar basis as compared to sales tax revenues, which are typically reported on a fiscal year basis. See the following table for historical Madera County Taxable Sales.

TABLE 2

Taxable Sales for Madera County by Calendar Year
 source: California Department of Tax and Fee Administration

Calendar Year	Total Growth		Inflationary Growth		Real Growth (2)
	Taxable Sales (000s)	Percent Growth	CPI West (1)	Percent Growth	
1990	583,406	-	131.5	-	-
1991	587,914	0.77%	137.3	4.41%	-3.64%
1992	605,859	3.05%	142.0	3.42%	-0.37%
1993	616,196	1.71%	146.2	2.96%	-1.25%
1994	654,897	6.28%	149.6	2.33%	3.96%
1995	665,071	1.55%	153.5	2.61%	-1.05%
1996	709,293	6.65%	157.6	2.67%	3.98%
1997	709,369	0.01%	161.4	2.41%	-2.40%
1998	777,780	9.64%	164.4	1.86%	7.79%
1999	828,651	6.54%	168.9	2.74%	3.80%
2000	880,970	6.31%	174.8	3.49%	2.82%
2001	863,708	-1.96%	181.2	3.66%	-5.62%
2002	916,103	6.07%	184.7	1.93%	4.13%
2003	1,007,261	9.95%	188.6	2.11%	7.84%
2004	1,125,134	11.70%	193.0	2.33%	9.37%
2005	1,311,282	16.54%	198.9	3.06%	13.49%
2006	1,432,644	9.26%	205.7	3.42%	5.84%
2007	1,437,499	0.34%	212.2	3.17%	-2.84%
2008	1,326,564	-7.72%	219.6	3.49%	-11.21%
2009	1,101,301	-16.98%	218.8	-0.38%	-16.61%
2010	1,201,908	9.14%	221.2	1.09%	8.05%
2011	1,281,869	6.65%	227.5	2.84%	3.81%
2012	1,355,737	5.76%	232.4	2.15%	3.61%
2013	1,440,207	6.23%	235.8	1.48%	4.75%
2014	1,500,213	4.17%	240.2	1.86%	2.30%
2015	1,521,267	1.40%	243.0	1.17%	0.24%
2016	1,542,013	1.36%	247.7	1.93%	-0.57%
2017	1,633,919	5.96%	254.7	2.84%	3.12%
2018	1,677,951	2.69%	263.3	3.35%	-0.65%
2019	1,768,743	5.41%	270.4	2.69%	2.72%
2020	1,927,350	8.97%	275.1	1.74%	7.23%
Averages					
All Data		4.25%		2.49%	1.75%
Last 10-Years		4.86%		2.21%	2.66%
Last 5-Years		4.88%		2.51%	2.37%

HISTORICAL MADERA COUNTY TAXABLE SALES (CALENDAR YEAR)

Source: CDTFA and United States Department of Labor

While historical Madera County taxable sales should provide a reasonable basis for forecasting the Authority’s sales tax revenues, the Madera County Measure “A” 1/2 cent Sales Tax, which started in Fiscal Year 1990-1991 and ended in Fiscal Year 2005-2006, should be a good but dated source of data. See the table of historical Measure “A” sales tax data below.

TABLE 3

HISTORICAL MADERA COUNTY MEASURE “A” 1/2 CENT SALES TAX REVENUES (FISCAL YEAR)

Fiscal Year Ending June 30,	Total Growth		Inflationary Growth		
	Sales Tax Revenues	Percent Growth	CPI West (1)	Percent Growth	Real Growth (2)
1992	2,805,424	-	141.6	3.51%	-
1993	2,707,800	-3.48%	146.0	3.11%	-6.59%
1994	2,835,900	4.73%	148.9	1.99%	2.74%
1995	3,163,900	11.57%	153.6	3.16%	8.41%
1996	3,328,800	5.21%	157.5	2.54%	2.67%
1997	3,698,200	11.10%	161.0	2.22%	8.87%
1998	3,682,700	-0.42%	164.2	1.99%	-2.41%
1999	3,870,900	5.11%	168.3	2.50%	2.61%
2000	4,009,800	3.59%	174.3	3.57%	0.02%
2001	4,392,000	9.53%	182.0	4.42%	5.11%
2002	4,553,800	3.68%	184.5	1.37%	2.31%
2003	4,761,600	4.56%	188.1	1.95%	2.61%
2004	5,081,140	6.71%	193.3	2.76%	3.95%
2005	5,743,200	13.03%	198.0	2.43%	10.60%
Averages					
All Data		5.76%		2.62%	3.15%
Last 10-Years		6.21%		2.57%	3.64%
Last 5-Years		7.50%		2.59%	4.92%
Last 3-Years		8.10%		2.38%	5.72%

Notes:
 (1) CPI Urban Western Region Not Seasonably Adjusted Data. Source: Bureau of Labor Statistics
 (2) Real Growth equals Total Growth less Inflationary Growth
 (3) 1991 and 2006 are partial years and have not been included. Sales Tax effective date April 10, 1990.

Source: MCTC and United States Department of Labor

The best basis for a sales tax revenue forecast is historical Measure T sales tax revenues; however, the amount of data is limited. Measure T commenced on April 1, 2007 and the first full year of data was Fiscal Year 2007-2008. See the table of historical Measure “T” sales tax data below.

TABLE 4

HISTORICAL MADERA COUNTY MEASURE “T” 1/2 CENT SALES TAX REVENUES (FISCAL YEAR)

Sales Tax Revenues "Measure T" for Madera County by Fiscal Year

source: Madera County Transportation Commission

Fiscal Year Ending June 30.	Total Growth		Inflationary Growth		
	Sales Tax Revenues	Percent Growth	CPI West (1)	Percent Growth	Real Growth (2)
2007 ⁽³⁾	320,609	-	212.2	-	-
2008	7,707,106	-	219.6	3.49%	-
2009	7,311,825	-5.13%	218.8	-0.36%	-4.77%
2010	6,118,354	-16.32%	221.2	1.09%	-17.41%
2011	6,939,324	13.42%	227.5	2.84%	10.58%
2012	7,775,292	12.05%	232.4	2.15%	9.90%
2013	7,960,429	2.38%	235.8	1.48%	0.90%
2014	8,439,910	6.02%	240.2	1.86%	4.16%
2015	9,017,126	6.84%	243.0	1.17%	5.67%
2016	9,327,292	3.44%	247.7	1.93%	1.51%
2017	9,521,593	2.08%	254.7	2.84%	-0.76%
2018	9,810,898	3.04%	263.3	3.35%	-0.31%
2019	10,398,296	5.99%	270.4	2.69%	3.30%
2020	10,534,761	1.31%	275.1	1.74%	-0.43%
Averages					
All Data		2.93%		2.02%	1.03%

Source: MCTC and United States Department of Labor

◆ **Economic Factors**

Taxable sales revenue forecasts are best viewed from a long-term perspective. In the short-term, economic factors nationally, statewide, and Madera County specific can result in volatility in growth. As shown in the charts in the previous section, Madera County experienced economic slow downs at various times over the past 15 years, which impacted taxable sales and the Measure “A” Sales Tax Revenues. The most notable impact to taxable sales and Measure “T” Sales Tax Revenues was a recession.

While Madera County experienced some very strong taxable sales growth from 2003 to 2006, the recession caused significant declines during 2009 and 2010. Taxable sales rebounded in 2011. Measure “T” Sales Tax Revenues also reflect the recession with significant declines in Fiscal Year 2008-2009 and Fiscal Year 2009-2010 and then rebounding in Fiscal Year 2010-2011. Since FY 2010-11, sales tax revenues have experienced steady growth. Economists are cautiously optimistic regarding the California economy for the near term as California continues to recover from the past recession and the recent coronavirus pandemic.

◆ **Real versus Inflationary Growth**

There are two factors that impact the growth and flow of sales tax revenues: (i) inflationary growth and (ii) real growth. Sales tax revenues will grow because of annual inflationary impacts: the same amount of goods will cost more in subsequent years. In addition, sales tax revenues will experience real growth regardless of inflationary impacts as regional economic and demographic factors result in increases or decreases in purchasing trends (discussed in the previous section).

Tables 2, 3 and 4 summarize the historical growth of Madera County Taxable Sales and the Measure “A” and “T” Sales Tax Revenues in terms of inflationary growth (CPI) and real growth. Based on the averages in the table above, inflationary growth is less volatile than real growth.

◆ *Revenue Forecast - Conclusions*

In Table 2, the average growth rate for taxable sales from 1991 to 2020 is 4.25%, which consists of inflationary growth at 2.50% and real growth at 1.75%. Table 3 is information based on Measure “A” Sales Tax Revenue data, which represents a better indicator of what to expect for Measure T. The Measure “A” sales tax revenues average growth rate from 1992 (first full year) to 2005 is 5.76% which consists of inflationary growth of 2.62% and real growth of 3.15%. These data points suggested that the original 5.0% growth rate projected over the life of the Measure T sales tax is conservative for the financing model.

3.4 Bonding

During Fiscal Year 2009-10 the Authority had two bond issuances to meet capital expenditure requirements. The first bond offering occurred during October 2009. This offering was a direct purchase (private placement) of Build America Bonds by Bank of America at an all-in true interest cost at approximately 3.7% (after subsidy), has a final maturity of September 2024, and resulted in approximately \$6 million of proceeds for projects. The second bond offering occurred during June 2009. This offering was sold to investors through the capital markets at an all-in true interest cost at approximately 3.9%, has a final maturity in March 2025, and resulted in over \$16.6 million of proceeds for projects.

As noted previously, all capital expenditures are first paid with available cash revenue on a pay-go basis and then with inter-program loans. [As shown in the financial model in Appendix B, only inter-program loans are needed to meet currently expected capital expenditures.] That said, through the use of bond financings, inter-program loans can be avoided and more projects can be completed sooner. Worthy of note, all programs can issue bonds to finance projects and a bond offering for the entire Authority can be used to finance projects across several programs.

Any bonds issued for Regional Streets and Highways and Flexible Programs capital projects would be issued by the Authority in the form of sales tax revenue bonds (the “Bonds”). The Bonds would be supported by a senior lien pledge against “authority-wide” revenues. The Bonds may be structured with deferred principal to allow for additional funds for projects. Overall, debt service is structured as an annual level debt service through to the end of the Measure T or FY 2027. The general conservative financing assumptions are as follows:

Security Pledge:	“Authority-Wide” Sales Tax Revenues
Term:	Final Maturity FY 2027
Structure:	Level debt service Alternative: Deferred Principal then level debt service
Interest Rate:	Revenue Bond MMD plus 50 bps
Construction Fund Investment Rate:	4.50%

Underwriter Spread:	\$7.50 per bond
Costs of Issuance:	\$350,000 per bond
Additional Bonds Test (ABT):	(i) Last Twelve Months of Revenue is 1.5x MADS for all programs. (ii) Last Twelve Months of Revenue is 1.0x MADS for individual programs.

It is important to note that bond insurance and surety as discussed in the 2007 Strategic Plan is not expected to result in economic benefits to the Authority. Bond insurance / surety providers have experienced multiple rating downgrades since 2007.

3.5 Conclusion

The Authority has prepared a financing plan that delivers transportation improvement projects to Madera County in a timely manner, maintains equity across all programs, and is financially feasible.

The Regional Streets and Highways and Flexible Programs combined will rely heavily on pay-as-you-go financing. The latest Measure T cash flow model projects approximately \$50 million in revenues for the Regional program Phase II which should be sufficient to fund the five (5) projects programmed for Phase II delivery.

The results and conclusions of this analysis are based on the best available planning data provided by the Authority and additional data from a broad array of sources. In addition, the analysis is based on a full set of underlying assumptions. The results of the analysis are subject to change as time passes, project needs become more defined, and the financing plan evolves. As such, the Authority will periodically reexamine the assumptions underlying this Strategic Plan, and periodically update the Strategic Plan and reassess overall program project capacity.

4. REVENUES & EXPENDITURES

This Strategic Plan provides a 5-year picture of the forecasted local transportation sales tax revenues and Regional expenditures. The Strategic Plan presents to the financial community and the residents and business owners in Madera County a clear sense of the Authority’s strategy in managing its revenues and expenditures responsibly and cost effectively.

This section of the Strategic Plan provides the best understanding of when revenue will be available and how that revenue will be spent. This section has been prepared considering results of the revenue analysis and modeling and then matched to project costs and project delivery schedules over the five (5) year timeframe of this Plan. The resulting assignment of dollars to programs and/or projects does not constitute a final funding commitment. Commitments are secured through actual allocation actions by the Authority to individual projects and/or programs during approval of the Annual Work Program.

4.1 Sales Tax Revenue Forecast Methodology

Sales tax revenues growth rates are comprised of two elements: inflation and real growth. With inflationary growth, as the costs of similar goods increase, sales tax revenues (which are calculated as a percentage of costs) will increase as well. Real growth is based on economic and demographic growth, generally due to a combination of population growth, personal income, and household spending patterns. Both elements are interrelated and difficult to predict. Recent historical sales tax revenue data maintained by the CDTFA provides guidance for forecasting near-term future conditions. Between 1990 and 2020 (the last full year for which data is available), taxable sales have grown an average of 4.25% annually in Madera County.

Referencing Table 5, the Measure Sales Tax will provide approximately \$204 million in total revenues for transportation improvements according to financial projections through the year 2027. This estimate considers current revenue receipts and a conservative growth rate in sales tax proceeds through March 2027. The growth rate is based upon a conservative general growth trend over the long-term. The historic annual rate of growth experienced during the previous Measure “A” program was approximately 5.76%.

Measure T is expected to generate more than two (2) times the amount collected during the previous Measure “A” Program (approximately \$80 million). The allocation of projected sales tax revenues to specific types of transportation funding programs and/or improvement projects is described in the following sections of this Plan. The Strategic Plan will be updated every two (2) years to adjust the projection of sales tax revenues receipts, ensuring that the projections are consistent with future investments and promises made in the initial Plan. Actual revenue and expenditure data will be added to the forecast.

TABLE 5
Measure T Revenue Projection Model

Assumptions			
Scenario	Medium	Assumed Annual Growth Rate ==>	2.50%
0			
Results			
Program year	Fiscal Year	Annual Proceeds	Cumulative Proceeds
1	2007	\$ 320,609	\$ 320,609
2	2008	\$ 7,707,106	\$ 8,027,715
3	2009	\$ 7,311,825	\$ 15,339,540
4	2010	\$ 6,118,354	\$ 21,457,894
5	2011	\$ 6,939,324	\$ 28,397,218
6	2012	\$ 7,775,292	\$ 36,172,510
7	2013	\$ 7,960,429	\$ 44,132,939
8	2014	\$ 8,439,910	\$ 52,572,849
9	2015	\$ 9,017,126	\$ 61,589,975
10	2016	\$ 9,327,292	\$ 70,917,267
11	2017	\$ 9,521,593	\$ 80,438,860
12	2018	\$ 9,810,898	\$ 90,249,758
13	2019	\$ 10,398,296	\$ 100,648,054
14	2020	\$ 10,534,761	\$ 111,182,815
15	2021	\$ 12,872,191	\$ 124,055,006
16	2022	\$ 13,193,996	\$ 137,249,002
17	2023	\$ 13,523,846	\$ 150,772,847
18	2024	\$ 13,861,942	\$ 164,634,789
19	2025	\$ 14,208,490	\$ 178,843,280
20	2026	\$ 14,563,703	\$ 193,406,982
21	2027	\$ 11,195,846	\$ 204,602,829

4.2 Administration Program Costs

The Investment Plan includes an Administration Program, which is to receive a maximum of one percent (1%) of Measure T proceeds over the life of the Measure.

In addition to Administration costs, this Strategic Plan must also identify how debt service will be addressed and paid if bonding is determined to be the financing strategy approved by the Authority.

4.3 Expected Revenues and Expenditures

◆ Revenue Available for Programming

The latest gross sales tax revenue forecast for Madera County is approximately \$204 million over the 20-year life of the Measure. Certain 'off the top' deductions are made for expenditures, such as costs for

placing Measure T on the ballot, Investment Plan expenditures, bond debt services, and others if applicable. The Investment Plan allows for up to 1% of revenues to be used for administration of the sales tax, dedicated to administrative staff and other costs.

After the off-the-top expenditures and surplus revenues or reserves are set aside, the amount available for programming to Measure T Programs is calculated based on the percentage share of each Program and Subprogram in the Investment Plan. Measure T sales tax revenue available for programming for each year of the plan period is shown in Table 1.

Funding estimates will be adjusted on an annual basis to reflect current population estimates from the State Department of Finance and are subject to agreements entered into between two or more local agencies.

◆ *Excess Funds*

Excess funds are defined as funds that have exceeded the estimated amount of Measure T funding collected by the CDTFA and paid to the Authority within a fiscal year (FY). Such funds will be allocated in the next FY consistent with the process noted above.

◆ *Interest Funds*

Interest funds are defined as funds that have accrued to Measure T accounts or balances within a fiscal year (FY). Such funds will be allocated to the next FY consistent with the process noted above. Interest funds are accrued on a Measure T “account” basis by jurisdiction. All interest earned within an account is available to the jurisdiction that accrued the interest.

5. LOCAL TRANSPORTATION REVENUE PROGRAMS, IMPLEMENTING GUIDELINES & REVENUES AND EXPENDITURES

The following section describes how the local agencies or jurisdictions within Madera County and the Authority (for purposes of the Administration Program) will, based upon the Implementing Guidelines, claim, receive, and utilize the various types of Local Transportation Revenue Program funds included in the Investment Plan and listed in Section 1 of this Strategic Plan. This section specifically provides details for each subprogram including:

- ◆ Implementing Guidelines
- ◆ Responsible Agencies
- ◆ 20-Year Funding Allocation and Disbursement of Funds Process
- ◆ Eligible and Ineligible Projects and/or Programs
- ◆ Claims Process
- ◆ Monitoring and Reporting Requirements
- ◆ Audit Process
- ◆ 2022 through 2026 Projected Allocation

This section of the Strategic Plan provides the starting point for local sales tax program allocations and use. Each time a local agency applies for the next phase of funding for a program, the local agency should review the Implementing Guidelines, eligibility, and other requirements described in this section to ensure that the application complies with the reporting requirements. The incremental allocation of funds along with regular audits performed by the Authority will provide additional assurance that the primary goals of the Investment Plan highlighted in Section 1 of this Plan are being met.

5.1 Commute Corridors/Farm to Market Program (Regional Transportation Program)

◆ *Regional Rehabilitation/Reconstruction/Maintenance Subprogram*

■ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet regional street and highway improvement needs. Regional projects in the Cities of Madera and Chowchilla include all expressways, arterials, and collectors. Regional projects in the County of Madera include expressways and arterials.
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available.
- Accelerate delivery of regional street and highway projects that may otherwise be delayed because of other funding shortages.

This Subprogram will provide funds for:

- Rehabilitation, reconstruction, or maintenance projects and/or programs along the regional streets and roads within each jurisdiction. Other related improvements to be determined by the local agency consistent with eligible projects and/or programs and project and/or program components identified below.

- **Responsible Agencies**

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

- **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 25% of Measure T funds would be allocated to the Regional Rehabilitation/Reconstruction/Maintenance Subprogram for the reconstruction, rehabilitation, and maintenance of regional street and highway segments. The allocation amount will be determined annually by the Authority. State Routes would normally not be eligible for these funds.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency will strive to post the public notices and project information on their agency's website.

Table 6 below identifies the estimated Measure T Regional Rehabilitation/Reconstruction/Maintenance Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

- **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to rehabilitation, reconstruction, or maintenance projects and/or programs. The definition of rehabilitation, reconstruction, and maintenance is provided in Appendix A.

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support, and relocation
- Utilities relocation
- Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, and unpaved roads
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process

- Labor, materials, and equipment for day labor

TABLE 6

MEASURE "T" REVENUE - REGIONAL REHABILITATION/RECONSTRUCTION/MAINTENANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				Regional Rehabilitation/Reconstruction/Maintenance Subprogram (25% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$80,152	\$44,621	\$5,466	\$30,065
2	2008	\$ 7,707,106	\$ 8,027,715	\$1,926,777	\$1,072,636	\$131,406	\$722,734
3	2009	\$ 7,311,825	\$ 15,339,540	\$1,827,956	\$1,017,440	\$123,387	\$686,946
4	2010	\$ 6,118,354	\$ 21,457,894	\$1,529,589	\$843,568	\$110,436	\$575,584
5	2011	\$ 6,939,324	\$ 28,397,218	\$1,734,831	\$952,596	\$124,734	\$657,501
6	2012	\$ 7,775,292	\$ 36,172,510	\$1,943,823	\$1,002,235	\$150,063	\$791,525
7	2013	\$ 7,960,429	\$ 44,132,939	\$1,990,107	\$1,013,960	\$158,015	\$818,133
8	2014	\$ 8,439,910	\$ 52,572,849	\$2,109,978	\$1,075,456	\$163,523	\$870,999
9	2015	\$ 9,017,126	\$ 61,589,975	\$2,254,282	\$1,153,741	\$177,637	\$922,903
10	2016	\$ 9,327,292	\$ 70,917,267	\$2,331,823	\$1,194,360	\$180,716	\$956,747
11	2017	\$ 9,521,593	\$ 80,438,860	\$2,380,398	\$1,186,867	\$190,194	\$1,003,338
12	2018	\$ 9,810,898	\$ 90,249,758	\$2,452,725	\$1,221,702	\$195,237	\$1,035,786
13	2019	\$ 10,398,296	\$ 100,648,054	\$2,599,574	\$1,314,345	\$201,727	\$1,083,502
14	2020	\$ 10,534,761	\$ 111,182,815	\$2,633,690	\$1,326,853	\$210,432	\$1,096,405
15	2021	\$ 12,872,191	\$ 124,055,006	\$3,218,048	\$1,635,154	\$251,812	\$1,331,081
16	2022	\$ 13,193,996	\$ 137,249,002	\$3,298,499	\$1,657,410	\$263,778	\$1,377,311
17	2023	\$ 13,523,846	\$ 150,772,848	\$3,380,962	\$1,698,933	\$270,139	\$1,411,890
18	2024	\$ 13,861,942	\$ 164,634,790	\$3,465,486	\$1,741,406	\$276,892	\$1,447,187
19	2025	\$ 14,208,490	\$ 178,843,280	\$3,552,123	\$1,784,942	\$283,815	\$1,483,366
20	2026	\$ 14,563,703	\$ 193,406,983	\$3,640,926	\$1,829,565	\$290,910	\$1,520,451
21	2027	\$ 11,195,846	\$ 204,602,829				

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible. Expenses will not be reimbursed that are incurred prior to local agency approval of a Capital Improvement Program (CIP), or an Annual Expenditure Plan (AEP), or by a local agency Resolution for an eligible project or list of projects and/or programs. The CIP, AEP or Resolution must be adopted by the local agency during a public hearing.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

▪ **Claims Process/Disbursements**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure "T" dollars from the CDTFA.

▪ **Monitoring/Reporting Requirements**

Local agencies claiming Measure T Regional Rehabilitation/Reconstruction/Maintenance Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a

project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by an audit not to have been expended as provided for in a local agency’s claim for Measure T Regional Rehabilitation/Reconstruction/Maintenance Subprogram funds shall be repaid in full plus interest that would have been accrued.

▪ **Audit Process**

The local agency expenditures under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

▪ **2022 – 2026 Projected Allocation by Agency**

Table 7 below details the estimated Regional Rehabilitation/Reconstruction/Maintenance Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount.

TABLE 7

MEASURE "T" REVENUE - REGIONAL REHABILITATION/RECONSTRUCTION/MAINTENANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				Regional Rehabilitation/Reconstruction/Maintenance Subprogram (25% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
16	2022	\$ 13,193,996	\$ 137,249,002	\$3,298,499	\$1,657,410	\$263,778	\$1,377,311
17	2023	\$ 13,523,846	\$ 150,772,848	\$3,380,962	\$1,698,933	\$270,139	\$1,411,890
18	2024	\$ 13,861,942	\$ 164,634,790	\$3,465,486	\$1,741,406	\$276,892	\$1,447,187
19	2025	\$ 14,208,490	\$ 178,843,280	\$3,552,123	\$1,784,942	\$283,815	\$1,483,366
20	2026	\$ 14,563,703	\$ 193,406,983	\$3,640,926	\$1,829,565	\$290,910	\$1,520,451

5.2 Safe Routes to School & Jobs Program (Local Allocation Program)

◆ *Street Maintenance Subprogram*

■ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet local street and highway improvement needs. Local streets and highways are defined as any facility under the jurisdiction of a local agency (expressways, arterials, collectors, local streets and roads and alleys)
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of local street and highway projects and/or programs that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- Rehabilitation, reconstruction or maintenance projects and/or programs on the local street and highway system within each jurisdiction
- Other related improvements to be determined by the local agency consistent with eligible projects and/or programs and project and/or program components identified below

■ **Responsible Agencies**

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

■ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 13% of Measure T funds would be allocated to the Street Maintenance Subprogram for the reconstruction, rehabilitation, and maintenance of local street and highway segments. State Routes would not be eligible for these funds.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency should also post the public notices and project information on their agency’s website.

Table 8 below identifies the estimated Measure T Street Maintenance Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 8

MEASURE "T" REVENUE - STREET MAINTENANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				Regional Rehabilitation/Reconstruction/Maintenance Subprogram (13% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$41,679	\$23,203	\$2,843	\$15,634
2	2008	\$ 7,707,106	\$ 8,027,715	\$1,001,924	\$557,771	\$68,331	\$375,822
3	2009	\$ 7,311,825	\$ 15,339,540	\$950,537	\$529,069	\$64,161	\$357,212
4	2010	\$ 6,118,354	\$ 21,457,894	\$795,386	\$438,655	\$57,427	\$299,304
5	2011	\$ 6,939,324	\$ 28,397,218	\$902,112	\$495,350	\$64,862	\$341,900
6	2012	\$ 7,775,292	\$ 36,172,510	\$1,010,788	\$521,162	\$78,033	\$411,593
7	2013	\$ 7,960,429	\$ 44,132,939	\$1,034,856	\$527,259	\$82,168	\$425,429
8	2014	\$ 8,439,910	\$ 52,572,849	\$1,097,188	\$559,237	\$85,032	\$452,919
9	2015	\$ 9,017,126	\$ 61,589,975	\$1,172,226	\$599,945	\$92,371	\$479,909
10	2016	\$ 9,327,292	\$ 70,917,267	\$1,212,548	\$621,067	\$93,972	\$497,508
11	2017	\$ 9,521,593	\$ 80,438,860	\$1,237,807	\$617,171	\$98,901	\$521,736
12	2018	\$ 9,810,898	\$ 90,249,758	\$1,275,417	\$635,285	\$101,523	\$538,608
13	2019	\$ 10,398,296	\$ 100,648,054	\$1,351,778	\$683,459	\$104,898	\$563,421
14	2020	\$ 10,534,761	\$ 111,182,815	\$1,369,519	\$689,964	\$109,425	\$570,131
15	2021	\$ 12,872,191	\$ 124,055,006	\$1,673,385	\$850,280	\$130,942	\$692,162
16	2022	\$ 13,193,996	\$ 137,249,002	\$1,715,219	\$861,853	\$137,164	\$716,202
17	2023	\$ 13,523,846	\$ 150,772,848	\$1,758,100	\$883,445	\$140,472	\$734,183
18	2024	\$ 13,861,942	\$ 164,634,790	\$1,802,052	\$905,531	\$143,984	\$752,537
19	2025	\$ 14,208,490	\$ 178,843,280	\$1,847,104	\$928,170	\$147,584	\$771,351
20	2026	\$ 14,563,703	\$ 193,406,983	\$1,893,281	\$951,374	\$151,273	\$790,634
21	2027	\$ 11,195,846	\$ 204,602,829				

▪ **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to rehabilitation, reconstruction, or maintenance projects and/or programs. The definition of rehabilitation, reconstruction and maintenance is provided in Appendix A.

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, unpaved roads, and alleys
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible. Expenses will not be reimbursed that are incurred prior to local agency approval of the Measure T Street Maintenance Subprogram and allocation of Program funds.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

■ Claims Process/Disbursements

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

■ Monitoring/Reporting Requirements

Local agencies claiming Measure T Street Maintenance Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by audit not to have been expended as provided for in a local agency’s claim for Measure T Street Maintenance Subprogram funds shall be repaid in full plus interest that would have been accrued.

■ Audit Process

The local agency expenditures for funding under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

■ 2022 – 2026 Projected Allocation by Agency

Table 9 details the estimated Street Maintenance Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

TABLE 9

MEASURE “T” REVENUE - STREET MAINTENANCE SUBPROGRAM							
Measure “T” Revenue Projection Model				Street Maintenance Subprogram (13% of Measure “T” Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
16	2022	\$ 13,193,996	\$ 137,249,002	\$1,715,219	\$861,853	\$137,164	\$716,202
17	2023	\$ 13,523,846	\$ 150,772,848	\$1,758,100	\$883,445	\$140,472	\$734,183
18	2024	\$ 13,861,942	\$ 164,634,790	\$1,802,052	\$905,531	\$143,984	\$752,537
19	2025	\$ 14,208,490	\$ 178,843,280	\$1,847,104	\$928,170	\$147,584	\$771,351
20	2026	\$ 14,563,703	\$ 193,406,983	\$1,893,281	\$951,374	\$151,273	\$790,634

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount.

5.3 Safe Routes to School & Jobs Program (Local Allocation Program)

◆ *County Maintenance District/City Supplemental Maintenance Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide a dedicated source of funding for roads within County Maintenance Districts and supplemental funds for local street and highway maintenance programs within the Cities of Chowchilla and Madera. Local streets and highways are defined as any facility under the jurisdiction of a local agency (expressways, arterials, collectors, local streets and roads and alleys)
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of local street and highway maintenance programs that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- Rehabilitation, reconstruction, or maintenance projects and/or programs within County Maintenance Districts and within the Cities of Chowchilla and Madera
- Other related improvements to be determined by the local agency consistent with eligible projects and/or programs and project components identified below

▪ **Responsible Agencies**

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

▪ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 8.75% of Measure T funds would be allocated to the County Maintenance District/City Supplemental Maintenance Subprogram for the reconstruction, rehabilitation and maintenance of local street and highway segments. State Routes would not be eligible for these funds.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly

noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency should also post the public notices and project information on their agency’s website.

Table 10 below identifies the estimated Measure T County Maintenance District/City Supplemental Maintenance Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 10

MEASURE "T" REVENUE - COUNTY MAINTENANCE DISTRICT/CITY SUPPLEMENTAL MAINTENANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				County Maintenance District/City Supplemental Maintenance Subprogram (8.75% of Measure "T" Proceeds)			
Program year	Fiscal Year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$28,053	\$15,617	\$1,913	\$10,523
2	2008	\$ 7,707,106	\$ 8,027,715	\$674,372	\$375,423	\$45,992	\$252,957
3	2009	\$ 7,311,825	\$ 15,339,540	\$639,785	\$356,104	\$43,185	\$240,431
4	2010	\$ 6,118,354	\$ 21,457,894	\$535,356	\$295,249	\$38,653	\$201,454
5	2011	\$ 6,939,324	\$ 28,397,218	\$607,191	\$333,408	\$43,657	\$230,125
6	2012	\$ 7,775,292	\$ 36,172,510	\$680,338	\$350,782	\$52,522	\$277,034
7	2013	\$ 7,960,429	\$ 44,132,939	\$696,538	\$354,886	\$55,305	\$286,347
8	2014	\$ 8,439,910	\$ 52,572,849	\$738,492	\$376,409	\$57,233	\$304,850
9	2015	\$ 9,017,126	\$ 61,589,975	\$788,999	\$403,809	\$62,173	\$323,016
10	2016	\$ 9,327,292	\$ 70,917,267	\$816,138	\$418,026	\$63,251	\$334,861
11	2017	\$ 9,521,593	\$ 80,438,860	\$833,139	\$415,403	\$66,568	\$351,168
12	2018	\$ 9,810,898	\$ 90,249,758	\$858,454	\$427,596	\$68,333	\$362,525
13	2019	\$ 10,398,296	\$ 100,648,054	\$909,851	\$460,021	\$70,604	\$379,226
14	2020	\$ 10,534,761	\$ 111,182,815	\$921,792	\$464,399	\$73,651	\$383,742
15	2021	\$ 12,872,191	\$ 124,055,006	\$1,126,317	\$572,304	\$88,134	\$465,878
16	2022	\$ 13,193,996	\$ 137,249,002	\$1,154,475	\$580,093	\$92,322	\$482,059
17	2023	\$ 13,523,846	\$ 150,772,848	\$1,183,337	\$594,627	\$94,549	\$494,161
18	2024	\$ 13,861,942	\$ 164,634,790	\$1,212,920	\$609,492	\$96,912	\$506,515
19	2025	\$ 14,208,490	\$ 178,843,280	\$1,243,243	\$624,730	\$99,335	\$519,178
20	2026	\$ 14,563,703	\$ 193,406,983	\$1,274,324	\$640,348	\$101,818	\$532,158
21	2027	\$ 11,195,846	\$ 204,602,829	\$979,637	\$492,267	\$78,273	\$409,096

▪ **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may be allocated to a maintenance/reconstruction/rehabilitation program or project. The definition of a maintenance/reconstruction/rehabilitation program or project is provided in Appendix A.

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, unpaved roads, and alleys
- Inspection of construction engineering

- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

- **Claims Process/Disbursements**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

- **Monitoring/Reporting Requirements**

Local agencies claiming Measure T County Maintenance District/City Supplemental Maintenance Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by audit not to have been expended as provided for in the Strategic Plan shall be repaid in full plus interest that would have been accrued.

- **Audit Process**

The local agency expenditures for funding under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

- **2022 – 2026 Projected Allocation by Agency**

Table 11 details the estimated County Maintenance District/City Supplemental Maintenance Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

TABLE 11

MEASURE "T" REVENUE - COUNTY MAINTENANCE DISTRICT/CITY SUPPLEMENTAL MAINTENANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				County Maintenance District/City Supplemental Maintenance Subprogram (8.75% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
16	2022	\$ 13,193,996	\$ 137,249,002	\$1,154,475	\$580,093	\$92,322	\$482,059
17	2023	\$ 13,523,846	\$ 150,772,848	\$1,183,337	\$594,627	\$94,549	\$494,161
18	2024	\$ 13,861,942	\$ 164,634,790	\$1,212,920	\$609,492	\$96,912	\$506,515
19	2025	\$ 14,208,490	\$ 178,843,280	\$1,243,243	\$624,730	\$99,335	\$519,178
20	2026	\$ 14,563,703	\$ 193,406,983	\$1,274,324	\$640,348	\$101,818	\$532,158

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount.

5.4 Safe Routes to School & Jobs Program (Local Allocation Program)

◆ *Flexible Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet transportation and circulation improvement needs
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC)
- Accelerate delivery of transportation and circulation projects and/or programs that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- All programs, services and projects and/or programs related to transportation and circulation systems within each jurisdiction
- Other related improvements to be determined by the local agency consistent with eligible projects and/or programs and project and/or program components identified below

▪ **Responsible Agencies**

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

▪ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 21.75% of Measure T funds would be allocated to the Flexible Subprogram for transportation and circulation systems, projects and/or programs. State Routes would normally not be eligible for flexible funds.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency should also post the public notices and project information on their agency’s website.

Table 12 below identifies the estimated Measure T Flexible Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 12

MEASURE "T" REVENUE - FLEXIBLE SUBPROGRAM							
Measure "T" Revenue Projection Model				Flexible Subprogram (21.75% of Measure "T" Proceeds)			
Program year	Fiscal Year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$69,732	\$38,820	\$4,756	\$26,157
2	2008	\$ 7,707,106	\$ 8,027,715	\$1,676,296	\$933,194	\$114,323	\$628,778
3	2009	\$ 7,311,825	\$ 15,339,540	\$1,590,322	\$885,173	\$107,347	\$597,643
4	2010	\$ 6,118,354	\$ 21,457,894	\$1,330,742	\$733,904	\$96,080	\$500,758
5	2011	\$ 6,939,324	\$ 28,397,218	\$1,509,303	\$828,758	\$108,519	\$572,026
6	2012	\$ 7,775,292	\$ 36,172,510	\$1,691,126	\$871,945	\$130,555	\$688,627
7	2013	\$ 7,960,429	\$ 44,132,939	\$1,731,393	\$882,145	\$137,473	\$711,776
8	2014	\$ 8,439,910	\$ 52,572,849	\$1,835,680	\$935,646	\$142,265	\$757,769
9	2015	\$ 9,017,126	\$ 61,589,975	\$1,961,225	\$1,003,755	\$154,545	\$802,925
10	2016	\$ 9,327,292	\$ 70,917,267	\$2,028,686	\$1,039,093	\$157,223	\$832,370
11	2017	\$ 9,521,593	\$ 80,438,860	\$2,070,946	\$1,032,574	\$165,469	\$872,904
12	2018	\$ 9,810,898	\$ 90,249,758	\$2,133,870	\$1,062,881	\$169,856	\$901,133
13	2019	\$ 10,398,296	\$ 100,648,054	\$2,261,629	\$1,143,480	\$175,502	\$942,647
14	2020	\$ 10,534,761	\$ 111,182,815	\$2,291,311	\$1,154,362	\$183,076	\$953,873
15	2021	\$ 12,872,191	\$ 124,055,006	\$2,799,702	\$1,422,584	\$219,077	\$1,158,041
16	2022	\$ 13,193,996	\$ 137,249,002	\$2,869,694	\$1,441,947	\$229,487	\$1,198,261
17	2023	\$ 13,523,846	\$ 150,772,848	\$2,941,437	\$1,478,072	\$235,021	\$1,228,344
18	2024	\$ 13,861,942	\$ 164,634,790	\$3,014,972	\$1,515,024	\$240,896	\$1,259,052
19	2025	\$ 14,208,490	\$ 178,843,280	\$3,090,347	\$1,552,899	\$246,919	\$1,290,529
20	2026	\$ 14,563,703	\$ 193,406,983	\$3,167,605	\$1,591,722	\$253,092	\$1,322,792
21	2027	\$ 11,195,846	\$ 204,602,829				

▪ **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to any transportation-related project or program. The definition of transportation-related project or program provided below and in Appendix A.

- Rehabilitation/Reconstruction/Maintenance projects and/or programs
- County Maintenance District Area improvements
- Add additional lanes to existing streets and roads
- Improve sidewalks
- Traffic control devices to enhance student and public safety
- Enhance public transit
- Construct bicycle and pedestrian projects and improvements
- Separate street traffic from rail traffic

- Any other projects, programs and/or systems directly or indirectly related to transportation and circulation within each of the jurisdictions.

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction of any transportation-related project including alleys and unpaved roads
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

▪ **Claims Process/Disbursements**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

▪ **Monitoring/Reporting Requirements**

Local agencies claiming Measure T Flexible Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by audit not to have been expended as provided for in the Strategic Plan shall be repaid in full plus interest that would have been accrued.

▪ **Audit Process**

The local agency claims for funding under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

▪ **2022 – 2026 Projected Allocation by Agency**

Table 13 details the estimated Flexible Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount to be claimed through the Madera County Auditor-Controller.

TABLE 13

MEASURE "T" REVENUE - FLEXIBLE SUBPROGRAM								
Measure "T" Revenue Projection Model				Flexible Subprogram (21.75% of Measure "T" Proceeds)				
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera	
				Percent of Total:	50.25%	7.99%	41.76%	
16	2022	\$ 13,193,996	\$ 137,249,002	\$2,869,694	\$1,441,947	\$229,487	\$1,198,261	
17	2023	\$ 13,523,846	\$ 150,772,848	\$2,941,437	\$1,478,072	\$235,021	\$1,228,344	
18	2024	\$ 13,861,942	\$ 164,634,790	\$3,014,972	\$1,515,024	\$240,896	\$1,259,052	
19	2025	\$ 14,208,490	\$ 178,843,280	\$3,090,347	\$1,552,899	\$246,919	\$1,290,529	
20	2026	\$ 14,563,703	\$ 193,406,983	\$3,167,605	\$1,591,722	\$253,092	\$1,322,792	

5.5 Safe Routes to School & Jobs Program (Local Allocation Program)

◆ *ADA Compliance Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet ADA compliance needs
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of ADA compliance programs and/or projects that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- All programs, services and projects and/or programs related to ADA compliance programs and/or projects within each jurisdiction
- Other related improvements to be determined by the local agency consistent with eligible projects and/or programs and project and/or program components identified below

▪ **Responsible Agencies**

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

▪ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 0.5% of Measure T funds would be allocated to the ADA Compliance Subprogram for ADA compliance programs and/or projects. State Routes would not be eligible for ADA Compliance funds.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency should also post the public notices and project information on their agency’s website.

Table 14 below identifies the estimated Measure T ADA Compliance Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 14

MEASURE "T" REVENUE - ADA COMPLIANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				ADA Compliance Subprogram (0.5% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$1,603	\$892	\$109	\$601
2	2008	\$ 7,707,106	\$ 8,027,715	\$38,536	\$21,453	\$2,628	\$14,455
3	2009	\$ 7,311,825	\$ 15,339,540	\$36,559	\$20,349	\$2,468	\$13,739
4	2010	\$ 6,118,354	\$ 21,457,894	\$30,592	\$16,871	\$2,209	\$11,512
5	2011	\$ 6,939,324	\$ 28,397,218	\$34,697	\$19,052	\$2,495	\$13,150
6	2012	\$ 7,775,292	\$ 36,172,510	\$38,876	\$20,045	\$3,001	\$15,830
7	2013	\$ 7,960,429	\$ 44,132,939	\$39,802	\$20,279	\$3,160	\$16,363
8	2014	\$ 8,439,910	\$ 52,572,849	\$42,200	\$21,509	\$3,270	\$17,420
9	2015	\$ 9,017,126	\$ 61,589,975	\$45,086	\$23,075	\$3,553	\$18,458
10	2016	\$ 9,327,292	\$ 70,917,267	\$46,636	\$23,887	\$3,614	\$19,135
11	2017	\$ 9,521,593	\$ 80,438,860	\$47,608	\$23,737	\$3,804	\$20,067
12	2018	\$ 9,810,898	\$ 90,249,758	\$49,054	\$24,434	\$3,905	\$20,716
13	2019	\$ 10,398,296	\$ 100,648,054	\$51,991	\$26,287	\$4,035	\$21,670
14	2020	\$ 10,534,761	\$ 111,182,815	\$52,674	\$26,537	\$4,209	\$21,928
15	2021	\$ 12,872,191	\$ 124,055,006	\$64,361	\$32,703	\$5,036	\$26,622
16	2022	\$ 13,193,996	\$ 137,249,002	\$65,970	\$33,148	\$5,276	\$27,546
17	2023	\$ 13,523,846	\$ 150,772,848	\$67,619	\$33,979	\$5,403	\$28,238
18	2024	\$ 13,861,942	\$ 164,634,790	\$69,310	\$34,828	\$5,538	\$28,944
19	2025	\$ 14,208,490	\$ 178,843,280	\$71,042	\$35,699	\$5,676	\$29,667
20	2026	\$ 14,563,703	\$ 193,406,983	\$72,819	\$36,591	\$5,818	\$30,409
21	2027	\$ 11,195,846	\$ 204,602,829	\$55,979	\$28,130	\$4,473	\$23,377

▪ **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to an ADA Compliance project or program. The definition of an ADA Compliance project or program is provided below and in Appendix A.

- Curb cuts to remove barriers
- Sidewalk ramps to remove barriers
- Relocation of barriers along sidewalks or other pedestrian facilities

- Other special transportation improvements that address ADA compliance objectives

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction of ADA-related improvements including along streets and roads, alleys, and unpaved roads
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

■ **Claims Process/Disbursements**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

■ **Monitoring/Reporting Requirements**

Local agencies claiming Measure T ADA Compliance Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by audit not to have been expended as provided for in the Strategic Plan shall be repaid in full plus interest that would have been accrued.

Audit Process

The local agency claims for funding under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

2022 – 2026 Projected Allocation by Agency

Table 15 details the estimated ADA Compliance Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

TABLE 15

MEASURE "T" REVENUE - ADA COMPLIANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				ADA Compliance Subprogram (0.5% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
16	2022	\$ 12,378,266	\$ 136,796,510	\$61,891	\$31,099	\$4,949	\$25,843
17	2023	\$ 12,997,180	\$ 149,793,690	\$64,986	\$32,655	\$5,192	\$27,138
18	2024	\$ 13,647,039	\$ 163,440,729	\$68,235	\$34,288	\$5,452	\$28,495
19	2025	\$ 14,329,391	\$ 177,770,120	\$71,647	\$36,003	\$5,725	\$29,920
20	2026	\$ 15,045,860	\$ 192,815,980	\$75,229	\$37,803	\$6,011	\$31,416

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount.

5.6 Transit Enhancement Program

◆ *Public Transit Agencies Subprogram*

Implementing Guidelines

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet public transit needs
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of public transit systems, services, programs and/or projects that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- All public services, programs, and/or projects related to public transit systems provided by each jurisdiction
- Other related services, systems, projects and/or programs to be determined by the local agency consistent with eligible projects and/or programs and project and/or program components identified below

Responsible Agencies

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

▪ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 1.83% of Measure T funds would be allocated to the Public Transit Agencies Subprogram for public transit system services, programs, and/or projects. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency will also post the public notices and project information on their agency’s website.

Table 16 below identifies the estimated Measure T Public Transit Agencies Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 16

MEASURE "T" REVENUE - PUBLIC TRANSIT AGENCIES SUBPROGRAM							
Measure "T" Revenue Projection Model				Public Transit Agencies Subprogram (1.83% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$5,867	\$3,266	\$400	\$2,201
2	2008	\$ 7,707,106	\$ 8,027,715	\$141,040	\$78,517	\$9,619	\$52,904
3	2009	\$ 7,311,825	\$ 15,339,540	\$133,806	\$74,477	\$9,032	\$50,284
4	2010	\$ 6,118,354	\$ 21,457,894	\$111,966	\$61,749	\$8,084	\$42,133
5	2011	\$ 6,939,324	\$ 28,397,218	\$126,990	\$69,730	\$9,131	\$48,129
6	2012	\$ 7,775,292	\$ 36,172,510	\$142,288	\$73,364	\$10,985	\$57,940
7	2013	\$ 7,960,429	\$ 44,132,939	\$145,676	\$74,222	\$11,567	\$59,887
8	2014	\$ 8,439,910	\$ 52,572,849	\$154,450	\$78,723	\$11,970	\$63,757
9	2015	\$ 9,017,126	\$ 61,589,975	\$165,013	\$84,454	\$13,003	\$67,556
10	2016	\$ 9,327,292	\$ 70,917,267	\$170,689	\$87,427	\$13,228	\$70,034
11	2017	\$ 9,521,593	\$ 80,438,860	\$174,245	\$86,879	\$13,922	\$73,444
12	2018	\$ 9,810,898	\$ 90,249,758	\$179,539	\$89,429	\$14,291	\$75,820
13	2019	\$ 10,398,296	\$ 100,648,054	\$190,289	\$96,210	\$14,766	\$79,312
14	2020	\$ 10,534,761	\$ 111,182,815	\$192,786	\$97,126	\$15,404	\$80,257
15	2021	\$ 12,872,191	\$ 124,055,006	\$235,561	\$119,712	\$18,433	\$97,435
16	2022	\$ 13,193,996	\$ 137,249,002	\$241,450	\$121,322	\$19,309	\$100,819
17	2023	\$ 13,523,846	\$ 150,772,848	\$247,486	\$124,362	\$19,774	\$103,350
18	2024	\$ 13,861,942	\$ 164,634,790	\$253,674	\$127,471	\$20,269	\$105,934
19	2025	\$ 14,208,490	\$ 178,843,280	\$260,015	\$130,658	\$20,775	\$108,582
20	2026	\$ 14,563,703	\$ 193,406,983	\$266,516	\$133,924	\$21,295	\$111,297
21	2027	\$ 3,949,538	\$ 197,356,521	\$72,277	\$36,319	\$5,775	\$30,183

▪ **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to a public transit-related project or program. The definition of a public transit-related project or program is provided below.

- Major new expansions of the express, local and feeder bus services including additional:

Madera County Transportation Authority

- Routes
- Buses (including low emission)
- Night and weekend service
- Bus shelters and other capital improvements
- Bus turnouts
- Safer access to public transit services
- Car pools
- Specialized transportation needs for disabled and frail elderly people
- Van pools/car pools
- Less formal transportation assistance, such as payment of mileage vouchers for taxis or family/friends transportation when people live in remote rural locations where it may not be financially feasible to provide regular bus service
- Multi-modal transportation services and facilities

This program will provide funding for:

- Operations and capital improvements, including:
 - Fleet expansions
 - Infrastructure improvements and development
 - Multi-modal facilities
 - Planning studies
 - Any other purpose related to the delivery of public transit services or programs

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

▪ **Claims Process/Disbursements**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

Monitoring/Reporting Requirements

Local agencies claiming Measure T Public Transit Agencies Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by audit not to have been expended as provided for the Strategic Plan shall be repaid in full plus interest that would have been accrued.

Audit Process

The local agency expending under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

2022 – 2026 Projected Allocation by Agency

Table 17 details the estimated Public Transit Agencies Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

TABLE 17

MEASURE "T" REVENUE - PUBLIC TRANSIT AGENCIES SUBPROGRAM							
Measure "T" Revenue Projection Model				Public Transit Agencies Subprogram (1.83% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
16	2022	\$ 13,193,996	\$ 137,249,002	\$241,450	\$121,322	\$19,309	\$100,819
17	2023	\$ 13,523,846	\$ 150,772,848	\$247,486	\$124,362	\$19,774	\$103,350
18	2024	\$ 13,861,942	\$ 164,634,790	\$253,674	\$127,471	\$20,269	\$105,934
19	2025	\$ 14,208,490	\$ 178,843,280	\$260,015	\$130,658	\$20,775	\$108,582
20	2026	\$ 14,563,703	\$ 193,406,983	\$266,516	\$133,924	\$21,295	\$111,297

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount.

5.7 Transit Enhancement Program

◆ *ADA/Seniors/Paratransit Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet public transit needs for the disabled, seniors, and other residents and employees in need of Paratransit services
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of ADA/Seniors/Paratransit systems, services, programs and/or projects that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- All public services, programs, and/or projects related to ADA/Seniors/Paratransit systems provided by each jurisdiction
- Other related services, systems, projects and/or programs to be determined by the local agency consistent with eligible projects and/or programs and project and/or program components identified below

▪ **Responsible Agencies**

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

▪ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 0.17% of Measure T funds would be allocated to the ADA/Seniors/Paratransit Subprogram for public transit system services, programs, and/or projects.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency should also post the public notices and project information on their agency’s website.

Table 18 below identifies the estimated Measure T ADA/Seniors/Paratransit Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 18

MEASURE "T" REVENUE - ADA/SENIORS/PARATRANSIT SUBPROGRAM							
Measure "T" Revenue Projection Model				ADA/Seniors/Paratransit Subprogram (0.17% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$545	\$303	\$37	\$204
2	2008	\$ 7,707,106	\$ 8,027,715	\$13,102	\$7,294	\$894	\$4,915
3	2009	\$ 7,311,825	\$ 15,339,540	\$12,430	\$6,919	\$839	\$4,671
4	2010	\$ 6,118,354	\$ 21,457,894	\$10,401	\$5,736	\$751	\$3,914
5	2011	\$ 6,939,324	\$ 28,397,218	\$11,797	\$6,478	\$848	\$4,471
6	2012	\$ 7,775,292	\$ 36,172,510	\$13,218	\$6,815	\$1,020	\$5,382
7	2013	\$ 7,960,429	\$ 44,132,939	\$13,533	\$6,895	\$1,074	\$5,563
8	2014	\$ 8,439,910	\$ 52,572,849	\$14,348	\$7,313	\$1,112	\$5,923
9	2015	\$ 9,017,126	\$ 61,589,975	\$15,329	\$7,845	\$1,208	\$6,276
10	2016	\$ 9,327,292	\$ 70,917,267	\$15,856	\$8,122	\$1,229	\$6,506
11	2017	\$ 9,521,593	\$ 80,438,860	\$16,187	\$8,071	\$1,293	\$6,823
12	2018	\$ 9,810,898	\$ 90,249,758	\$16,679	\$8,308	\$1,328	\$7,043
13	2019	\$ 10,398,296	\$ 100,648,054	\$17,677	\$8,938	\$1,372	\$7,368
14	2020	\$ 10,534,761	\$ 111,182,815	\$17,909	\$9,023	\$1,431	\$7,456
15	2021	\$ 12,872,191	\$ 124,055,006	\$21,883	\$11,119	\$1,712	\$9,051
16	2022	\$ 13,193,996	\$ 137,249,002	\$22,430	\$11,270	\$1,794	\$9,366
17	2023	\$ 13,523,846	\$ 150,772,848	\$22,991	\$11,553	\$1,837	\$9,601
18	2024	\$ 13,861,942	\$ 164,634,790	\$23,565	\$11,842	\$1,883	\$9,841
19	2025	\$ 14,208,490	\$ 178,843,280	\$24,154	\$12,138	\$1,930	\$10,087
20	2026	\$ 14,563,703	\$ 193,406,983	\$24,758	\$12,441	\$1,978	\$10,339
21	2027	\$ 11,195,846	\$ 204,602,829	\$19,033	\$9,564	\$1,521	\$7,948

▪ **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to an ADA/Seniors/Paratransit project or program. The definition of an ADA/Seniors/Paratransit project or program is provided below.

- Major new expansions of the Paratransit bus services including additional:
 - Buses (including low emission)
 - Night and weekend service
 - Safer access to public transit services
 - Specialized transportation needs for disabled and frail elderly people
 - Less formal transportation assistance, such as payment of mileage vouchers for taxis or family/friends transportation when people live in remote rural locations where it may not be financially feasible to provide regular bus service

This program will provide funding for:

- Operations and capital improvements, including:
 - Fleet expansions
 - Infrastructure improvements and development
 - Planning studies
 - Any other purpose related to the delivery of Paratransit services or programs

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis

- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

▪ **Claims Process/Disbursements**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

▪ **Monitoring/Reporting Requirements**

Local agencies claiming Measure T ADA/Seniors/Paratransit Subprogram funds will be required to submit annual status reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by audit not to have been expended as provided for in the Strategic Plan shall be repaid in full plus interest that would have been accrued.

▪ **Audit Process**

The local agency expenditures under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

▪ **2022 – 2026 Projected Allocation by Agency**

Table 19 details the estimated ADA/Seniors/Paratransit Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

TABLE 19

MEASURE "T" REVENUE - ADA/SENIORS/PARATRANSIT SUBPROGRAM							
Measure "T" Revenue Projection Model				ADA/Seniors/Paratransit Subprogram (0.17% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	49.86%	7.99%	41.76%
16	2022	\$ 13,193,996	\$ 137,249,002	\$22,430	\$11,270	\$1,794	\$9,366
17	2023	\$ 13,523,846	\$ 150,772,848	\$22,991	\$11,463	\$1,837	\$9,601
18	2024	\$ 13,861,942	\$ 164,634,790	\$23,565	\$11,750	\$1,883	\$9,841
19	2025	\$ 14,208,490	\$ 178,843,280	\$24,154	\$12,043	\$1,930	\$10,087
20	2026	\$ 14,563,703	\$ 193,406,983	\$24,758	\$12,344	\$1,978	\$10,339

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount.

5.8 Environmental Enhancement Program

◆ *Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet environmental mitigation requirements for transportation/circulation projects, programs and systems, improve air quality, and enhance bicycle, pedestrian, and car and van pool facilities, systems and/or programs
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of related projects and/or programs that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- All programs, services and/or projects related to environmental mitigation for transportation/circulation projects, programs and/or systems, improving air quality, and enhancement of bicycle, pedestrian, and car and van pool facilities, systems and programs within each jurisdiction
- Other related improvements to be determined by the local agency consistent with eligible projects and/or programs and project and or program components identified below

▪ **Responsible Agencies**

Responsible agencies include the following:

- City of Chowchilla
- City of Madera
- County of Madera

▪ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 2.0% of Measure T funds would be allocated to the Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram for transportation and circulation systems, projects, and/or programs.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency should also post the public notices and project information on their agency’s website.

Table 20 below identifies the estimated Measure T Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 20

MEASURE "T" REVENUE - ENVIRONMENTAL ENHANCEMENT SUBPROGRAM							
Measure "T" Revenue Projection Model				Environmental Enhancement Subprogram (2.0% of Measure T Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
1	2007	\$ 320,609	\$ 320,609	\$6,412	\$3,570	\$437	\$2,405
2	2008	\$ 7,707,106	\$ 8,027,715	\$154,142	\$85,811	\$10,512	\$57,819
3	2009	\$ 7,311,825	\$ 15,339,540	\$146,237	\$81,395	\$9,871	\$54,956
4	2010	\$ 6,118,354	\$ 21,457,894	\$122,367	\$67,485	\$8,835	\$46,047
5	2011	\$ 6,939,324	\$ 28,397,218	\$138,786	\$76,208	\$9,979	\$52,600
6	2012	\$ 7,775,292	\$ 36,172,510	\$155,506	\$80,179	\$12,005	\$63,322
7	2013	\$ 7,960,429	\$ 44,132,939	\$159,209	\$81,117	\$12,641	\$65,451
8	2014	\$ 8,439,910	\$ 52,572,849	\$168,798	\$86,036	\$13,082	\$69,680
9	2015	\$ 9,017,126	\$ 61,589,975	\$180,343	\$92,299	\$14,211	\$73,832
10	2016	\$ 9,327,292	\$ 70,917,267	\$186,546	\$95,549	\$14,457	\$76,540
11	2017	\$ 9,521,593	\$ 80,438,860	\$190,432	\$94,949	\$15,216	\$80,267
12	2018	\$ 9,810,898	\$ 90,249,758	\$196,218	\$97,736	\$15,619	\$82,863
13	2019	\$ 10,398,296	\$ 100,648,054	\$207,966	\$105,148	\$16,138	\$86,680
14	2020	\$ 10,534,761	\$ 111,182,815	\$210,695	\$106,148	\$16,835	\$87,712
15	2021	\$ 12,872,191	\$ 124,055,006	\$257,444	\$130,812	\$20,145	\$106,486
16	2022	\$ 13,193,996	\$ 137,249,002	\$263,880	\$132,593	\$21,102	\$110,185
17	2023	\$ 13,523,846	\$ 150,772,848	\$270,477	\$135,915	\$21,611	\$112,951
18	2024	\$ 13,861,942	\$ 164,634,790	\$277,239	\$139,313	\$22,151	\$115,775
19	2025	\$ 14,208,490	\$ 178,843,280	\$284,170	\$142,795	\$22,705	\$118,669
20	2026	\$ 14,563,703	\$ 193,406,983	\$291,274	\$146,365	\$23,273	\$121,636

▪ **Eligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to an environmental mitigation-related project or program. The definition of an environmental mitigation-related project or program is provided below.

- Conversion of fleets to cleaner burning fuels
- Financial assistance to agencies and individuals to stimulate increased use of less polluting hybrid and electric cars
- An environmental mitigation bank that would encompass the projects and/or programs that may be funded with Measure assistance.
- Bicycle/Pedestrian Facilities
- Car/Van Pools
- Any other projects, program and/or system related to environmental mitigation of Measure T related projects, programs, systems, and/or services, improvement of air quality, and the provision of bicycle and pedestrian facilities and car/van pool programs within each of the jurisdictions

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis related to the project and or program funded by this Subprogram. The funds in this Subprogram could not be applied to address environmental review of projects and/or programs to be funded using funds from other Measure T Subprograms
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction
- Inspection of construction engineering
- Direct staff time (salary and benefits)
- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses are ineligible.

■ **Claims Process/Disbursements**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

■ **Monitoring/Reporting Requirements**

Local agencies claiming Measure T Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram funds will be required to submit annual status reports regarding the expenditure of Subprogram funds for specific projects and/or programs included in its

approved Capital Improvement Program (CIP), or Annual Expenditure Plan (AEP), or by local agency Resolution for a project or list of projects and/or programs, including other funding sources applied to fully fund the projects and/or programs. It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and/or programs.

In addition, the local agency will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County Taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D). The Strategic Plan shall be repaid in full plus interest that would have been accrued.

▪ **Audit Process**

The local agency expenditures under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

▪ **2022 – 2026 Projected Allocation by Agency**

Table 21 details the estimated Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram funds by local agency for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

TABLE 21

MEASURE "T" REVENUE - ENVIRONMENTAL ENHANCEMENT SUBPROGRAM							
Measure "T" Revenue Projection Model				Environmental Enhancement Subprogram (2.0% of Measure T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	50.25%	7.99%	41.76%
16	2022	\$ 13,193,996	\$ 137,249,002	\$263,880	\$132,593	\$21,102	\$110,185
17	2023	\$ 13,523,846	\$ 150,772,848	\$270,477	\$135,915	\$21,611	\$112,951
18	2024	\$ 13,861,942	\$ 164,634,790	\$277,239	\$139,313	\$22,151	\$115,775
19	2025	\$ 14,208,490	\$ 178,843,280	\$284,170	\$142,795	\$22,705	\$118,669
20	2026	\$ 14,563,703	\$ 193,406,983	\$291,274	\$146,365	\$23,273	\$121,636

The funding amounts identified by local agency for each of the five years are estimated amounts and not the actual amounts to be claimed by the local agencies. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount.

5.9 Administration Program

◆ *Administration and Planning Program*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide necessary funding to the Authority to address staff costs associated with administration of the Measure T Programs and Subprograms

This Subprogram would provide funds for:

- All staff support of programs, services, and/or projects related to administration of the Measure.
- Other related services as approved by the Authority.

▪ **Responsible Agencies**

Responsible agencies include the following:

- Authority

▪ **20-Year Funding Allocation and Disbursement of Funds Process**

Of the total funds available in this Subprogram, not more than 1.0% of Measure T funds would be allocated to the Administration Subprogram for administration of the Measure.

Table 22 below identifies the estimated Measure T Administration Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 22

MEASURE "T" REVENUE - ADMINISTRATION SUBPROGRAM				
Measure "T" Revenue Projection Model				Administration Subprogram (1.0% of Measure "T" Proceeds)
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds
				Percent of Total:
1	2007	\$ 320,609	\$ 320,609	\$3,206
2	2008	\$ 7,707,106	\$ 8,027,715	\$77,071
3	2009	\$ 7,311,825	\$ 15,339,540	\$73,118
4	2010	\$ 6,118,354	\$ 21,457,894	\$61,184
5	2011	\$ 6,939,324	\$ 28,397,218	\$69,393
6	2012	\$ 7,775,292	\$ 36,172,510	\$77,753
7	2013	\$ 7,960,429	\$ 44,132,939	\$79,604
8	2014	\$ 8,439,910	\$ 52,572,849	\$84,399
9	2015	\$ 9,017,126	\$ 61,589,975	\$90,171
10	2016	\$ 9,327,292	\$ 70,917,267	\$93,273
11	2017	\$ 9,521,593	\$ 80,438,860	\$95,216
12	2018	\$ 9,810,898	\$ 90,249,758	\$98,109
13	2019	\$ 10,398,296	\$ 100,648,054	\$103,983
14	2020	\$ 10,534,761	\$ 111,182,815	\$105,348
15	2021	\$ 12,872,191	\$ 124,055,006	\$128,722
16	2022	\$ 13,193,996	\$ 137,249,002	\$131,940
17	2023	\$ 13,523,846	\$ 150,772,848	\$135,238
18	2024	\$ 13,861,942	\$ 164,634,790	\$138,619
19	2025	\$ 14,208,490	\$ 178,843,280	\$142,085
20	2026	\$ 14,563,703	\$ 193,406,983	\$145,637
21	2027	\$ 11,195,846	\$ 204,602,829	\$111,958

▪ **Eligible and Ineligible Projects and/or Programs**

Funds are to be expended in accordance with the applicable provisions of the Investment Plan and the Public Utilities Code Section 180000 et seq.

Funds in this Subprogram may only be allocated to an administrative-related project or program. The definition of an administrative-related project or program is provided below and in Appendix A.

- Approve requirements associated with development of each of the proposed allocation programs
- Approve the prioritization and programming of Regional Streets and Highways Subprogram projects and/or programs
- Conduct an independent audit of Measure Programs, Subprograms, and funds on an annual basis
- Conduct an on-going public outreach program
- Prepare and approve the Strategic Plan every two (2) years
- Prepare and approve the Annual Work Program (AWP)
- Issue bonds to deliver Measure projects and/or programs contained in this Investment Plan to save project costs by delivering them earlier
- Allocate Measure proceeds to the local jurisdictions consistent with Program and Subprogram requirements
- Any other costs associated with administration of the Measure T Transportation Sales Tax

Eligible activities would include the following:

- Direct staff time (salary and benefits)
- Consultants selected consistent with the Authority’s selection process
- Indirect costs (as defined by 2 CFR Part 200)

▪ **Claims Process**

- Allocations for programmatic funding will be on an annual basis, in accordance with formulas specified above. Disbursement of actual funds will be on a quarterly basis upon receipt of Measure “T” dollars from the CDTFA.

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, expenditures will only be approved for project work which was initiated after April 1, 2007.

▪ **Monitoring/Reporting Requirements**

The Authority will be required to submit annual reports regarding the expenditure of Subprogram funds for specific purposes included in its approved Annual Work Program (AWP). It will be necessary for the Authority to identify and account for Measure T expenditures.

Funds determined by audit not to have been expended as provided for in the Strategic Plan shall be repaid in full plus interest that would have been accrued.

▪ **Audit Process**

The Authority expenditures under this Program will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.

▪ **2022 – 2026 Projected Allocation**

Table 23 details the estimated Administration Subprogram funds for year 2022 through 2026 or over the five (5) year period of this Strategic Plan.

TABLE 23

MEASURE "T" REVENUE - ADMINISTRATION SUBPROGRAM				
Measure "T" Revenue Projection Model				Administration Subprogram (1.0% of Measure "T" Proceeds)
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds
				Percent of Total:
16	2022	\$ 13,193,996	\$ 137,249,002	\$131,940
17	2023	\$ 13,523,846	\$ 150,772,848	\$135,238
18	2024	\$ 13,861,942	\$ 164,634,790	\$138,619
19	2025	\$ 14,208,490	\$ 178,843,280	\$142,085
20	2026	\$ 14,563,703	\$ 193,406,983	\$145,637

The funding amounts identified for each of the five years are estimated amounts and not the actual amounts to be claimed by the Authority. Annually (by May 30th of each year), the Authority will provide each local agency with the exact Subprogram funding amount to be claimed.

6. REGIONAL TRANSPORTATION REVENUES, IMPLEMENTING GUIDELINES & PROGRAM OF PROJECTS

6.1 Commute Corridors/Farm to Market Program (Regional Transportation Program)

◆ *Regional Streets and Highways Program*

The Regional Streets and Highways Program was anticipated to be driven by the availability of State Transportation Improvement Program and Transportation Enhancement (STIP/TE) funding considering approximately a two to one (2 to 1) funding ratio of STIP/TE funding to Measure T Regional Streets and Highways Program funding. As a result, the delivery of projects contained in the Tier 1 list of projects may not be in the order listed in the Investment Plan approved by the voters. The Authority will consider two major criteria when determining which projects will be programmed. The most important factor or criteria will be how soon the project can be delivered e.g.: is the project “shelf ready” and can move quickly toward implementation. The second most important criteria or factor is the availability of local and “leveraged” funding. For multi-year projects, funding allocations and funding agreements may be for the term of project phases (e.g.: environmental, design, construction).

■ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet regional street and highway improvement needs
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available

- Accelerate delivery of street and highway projects that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for Tier 1 projects identified in the Measure T Investment Plan including the following project components:

- Additional lane capacity on existing regional streets and highways
- Ramp metering or other management approaches to increase street and highway usage
- New routes
- Other eligible improvements

A maximum of twenty-six percent (26%) of total Measure funding would be allocated to fund the Regional Streets and Highways Subprogram for regional capacity increasing projects or to leverage additional federal and State funds for such projects.

In addition to Measure funds, the Regional Streets and Highways Subprogram would require the allocation of 100 percent (100%) of the total State Transportation Improvement Program and Transportation Enhancement (STIP/TE) funds available to Madera County to regional capacity increasing projects, and the implementation of local traffic impact fee programs, and other developer mitigation funding.

At least 20% of all funds allocated to candidate Measure projects in Tier 1 and within each jurisdiction must be provided from traffic impact fees or other local funds on a project by project basis. Twenty percent (20%) of the funds for Tier 1 projects must be associated with impact fee programs or other local funds. **The Authority will impound a local agency's "Flexible" fund allocation to ensure that the 20% match requirement (stated above) is met. The match requirement is considered met when a local agency has a "current" adopted impact fee program that identifies the projects included in the Regional Streets and Highways Program and programs funds to Tier 1 projects or has approved funding from other local sources to fund the project.** The funds from local agency traffic fee impact programs would be considered matching funds to Measure funds since population, housing, commercial, and industrial growth contribute to the need for regional street and highway system expansion and improvement. If a local agency does not implement a local traffic mitigation fee program or maintain such a program to address identified transportation project needs within its jurisdiction, the agency would be required to use other local funds or forfeit an equivalent apportionment of the Flexible Transportation Funds described in the Safe Routes to School and Jobs Program in Section 4 of this Plan. Authority approval is required to use impounded funds from one agency to finance a project of another agency.

Should bonding not be the most cost effective solution to deliver Measure T projects, or if a project is of a high priority for delivery and the total amount of funds currently available do not completely cover the cost of the project, then Interprogram Loans may be the best option to finance project fund allocation shortfalls. Inter-program loans would only apply to the Regional Streets and Highways Program, since it would be very difficult to administer and manage Inter-program Loans to other Measure T programs. To accomplish this, available funds from other Measure T programs would be "loaned" to the Regional Streets and Highways Program for a specific project on the Tier 1 list. Such

funds would be paid back “in full” plus interest once additional Regional Streets and Highways Program funding becomes available to the Authority.

Responsible Agencies

The Authority is the agency ultimately responsible for implementation of the Regional Streets and Highways Subprogram. The Authority may enter into agreements with the agencies identified below to plan for, design, and construct Tier 1 projects should the Authority be assured that local agencies have the staff and support services to deliver the project within the approved budget and delivery schedule.

- City of Chowchilla
- City of Madera
- County of Madera
- Caltrans

A Project Development Team (PDT) must be formed (under the control of the Authority or if there is an agreement between the Authority and a local agency for a local agency to deliver a Tier 1 project, then the local agency will form, conduct and administer the (PDT) for Tier 1 projects that exceed \$20,000,000. Every (PDT) formed by a local agency for any project on the Tier 1 list shall include a member from the Authority/MCTC. In addition, the Authority or a local agency must retain a consultant firm to manage the project when the project exceeds a cost of \$20,000,000. Another option is for the Authority to retain a consultant to manage all Tier 1 projects.

Measure T funding commitments will be examined by the Authority for regional projects or programs that are not progressing adequately toward delivery under an agreement between the Authority and a local agency. If a Tier 1 project is not progressing through to project delivery in a timely or effective manner, the Authority will make that determination and administer delivery of the project. The agreement between the Authority and a local agency to deliver a Tier 1 project must be written to include this policy. Furthermore, the Authority retains the option of planning for, designing, engineering, and constructing any and all Tier 1 projects over the life of the Measure. The costs for such Authority services would be paid from the Regional Streets and Highways Subprogram on a “project by project” basis.

■ 20-Year Funding Allocation and Disbursement of Funds Process

Measure T Regional Streets and Highways Subprogram, STIP/TE, 20% local traffic mitigation fee, and other developer mitigation funding when combined was originally projected to result in **\$285 million** available for Tier 1 Urban and Rural regional street and highway projects. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. Tier 1 and Tier 2 projects are in generalized priority order. Should additional Measure T Regional Streets and Highways Subprogram funding be available following the programming of all Tier 1 and Tier 2 projects, MCTC shall identify additional projects as part of the Regional Transportation Plan (RTP) Update process. During preparation of the biennial Strategic Plan Updates, MCTC and the Authority will develop a detailed improvement program that specifies the timing and delivery of projects or funding order considering project cost benefit, project readiness, funding availability, etc.

Table 24 below identifies the estimated Measure T Regional Streets and Highways Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 4 of this Plan.

▪ **Eligible Projects**

Eligible projects include those projects included on the Tier 1 list of Regional Streets and Highways Subprogram list or Table 2 in the Measure T Investment Plan. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. If additional Measure T Regional Streets and Highways Subprogram funds are still available after all Tier 1 and Tier 2 projects have been programmed, the Authority may identify additional Subprogram projects contained in the most recent Regional Transportation Plan (RTP) Update. Only under exceptional circumstance and approval by the Authority, can a Tier 2 move up to the Tier 1 list of projects before all Tier 1 projects are programmed and delivered.

TABLE 24

MEASURE "T" REVENUE - REGIONAL STREETS AND HIGHWAYS SUBPROGRAM				
Measure "T" Revenue Projection Model				Regional Streets and Highways Subprogram (26.0% of Measure "T Proceeds)
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds
1	2007	\$ 320,609	\$ 320,609	\$83,358
2	2008	\$ 7,707,106	\$ 8,027,715	\$2,003,848
3	2009	\$ 7,311,825	\$ 15,339,540	\$1,901,075
4	2010	\$ 6,118,354	\$ 21,457,894	\$1,590,772
5	2011	\$ 6,939,324	\$ 28,397,218	\$1,804,224
6	2012	\$ 7,775,292	\$ 36,172,510	\$2,021,576
7	2013	\$ 7,960,429	\$ 44,132,939	\$2,069,712
8	2014	\$ 8,439,910	\$ 52,572,849	\$2,194,377
9	2015	\$ 9,017,126	\$ 61,589,975	\$2,344,453
10	2016	\$ 9,327,292	\$ 70,917,267	\$2,425,096
11	2017	\$ 9,521,593	\$ 80,438,860	\$2,475,614
12	2018	\$ 9,810,898	\$ 90,249,758	\$2,550,833
13	2019	\$ 10,398,296	\$ 100,648,054	\$2,703,557
14	2020	\$ 10,534,761	\$ 111,182,815	\$2,739,038
15	2021	\$ 12,872,191	\$ 124,055,006	\$3,346,770
16	2022	\$ 13,193,996	\$ 137,249,002	\$3,430,439
17	2023	\$ 13,523,846	\$ 150,772,848	\$3,516,200
18	2024	\$ 13,861,942	\$ 164,634,790	\$3,604,105
19	2025	\$ 14,208,490	\$ 178,843,280	\$3,694,207
20	2026	\$ 14,563,703	\$ 193,406,983	\$3,786,563
21	2027	\$ 11,195,846	\$ 204,602,829	\$2,910,920

Funds are to be expended in accordance with the applicable provisions of the Expenditure Plan and the Public Utilities Code Section 180000 et seq.

Eligible investments would include all recognized Subprogram project phases including:

- Planning and environmental analysis
- Conceptual and Preliminary engineering
- Design Engineering (PS&E)
- Right-of-way acquisition, support and relocation
- Utilities relocation
- Construction
- Inspection of construction engineering

- Direct staff time (salary and benefits)
- Consultants selected consistent with the Authority's, local agency's, or Caltrans' selection process
- Construction contractors selected consistent with the Authority's selection process
- Labor, materials, and equipment for day labor
- Necessary Authority oversight costs (Authority staff or consultant services to manage the delivery of Regional Streets and Highways Subprogram projects financed using Measure funds)

Indirect costs (as defined by 2 CFR Part 200) will not be considered an eligible expense and retroactive expenses prior to April 1, 2007 are ineligible. Expenses will not be reimbursed that are incurred prior to the Authority entering into an agreement with a local agency to plan, design, and construct a Regional Streets and Highways Subprogram Tier 1 project.

▪ **Claims Process**

All allocations of Measure T Regional Streets and Highways Subprogram funds by the Authority to local agencies must be in accordance with an executed agreement between the Authority and a local agency, which has agreed to plan for, design, and construct a Tier 1 project. If the Authority decides that it will deliver a Regional Streets and Highways Subprogram project, the Authority must identify such in the Annual Work Program and in the Transportation Improvement Program (TIP).

All claims of Measure T Regional Streets and Highways Subprogram funds by a local agency or the Authority will be reviewed for the following:

- Consistency with the Investment Plan and Strategic Plan (Table 2 in the Investment Plan and the 5-year Program of Projects contained in this Plan)
- Completeness of the application/claim
- All allocations of Measure T funds will be governed by a funding agreement between Authority and a local agency sponsoring the project. The Authority will approve such allocations. The Authority's Executive Director will have the authority to execute funding agreements. The following provisions detail required provisions and issues related to the agreement process:
 - The STIP/TE funding amounts identified in the Regional Streets and Highways Tier 1 and Tier 2 Project Table (reference Table 25) are considered "maximum" contributions available to each project included in the Table, unless excess STIP/TE or Measure T revenues are received or anticipated.
 - All agreements will document the following:
 - Scope of Work
 - Project Schedule
 - Funding Plan
 - Reporting requirements
 - Acceptance of Authority's Claim Policies

- Funding agreements shall be executed by resolution of the local agency's governing board and the Authority.

TABLE 25

20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX							
1. Regional Streets and Highways Program							
Candidate Capacity Increasing Projects and Recommended Priorities							
Approved by the Steering Committee on March 16, 2006 and approved by local agencies in June 2006							
Map #	Route	Limits	Description	Cost ¹	Other Funds (at least 20%) ²	Measure + STIP/TE (Cost Minus Other Funds) ³	Balance of Measure & STIP/TE ⁴
\$164,354,000							
TIER 1 PROJECTS⁵							
1A	SR 41	Between SR 145 and Road 200	Construct passing lanes	\$30,560,000	\$6,112,000	\$24,448,000	\$139,906,000
1B	SR 145 ⁷	At SR 99	Reconstruct/widen interchange	\$6,800,000	\$6,800,000	\$0	\$139,906,000
1C	4th Street	At SR 99	Reconstruct/widen interchange	\$11,000,000	\$2,200,000	\$8,800,000	\$131,106,000
1D	Ave 12 ^{8,9}	At SR 99	Reconstruct/widen interchange	\$39,292,000	\$19,646,000	\$19,646,000	\$111,460,000
1E	SR 41 ⁹	Ave 10 to Ave 12 w/interchange at Ave 12	Extend freeway/build interchange	\$46,400,000	\$23,200,000	\$23,200,000	\$88,260,000
1F	SR 233 ^{9,10}	At SR 99	Reconstruct/widen interchange	\$35,000,000	\$25,000,000	\$10,000,000	\$78,260,000
1G	Ellis/Avenue 16	Granada to Road 26 & new SR99 Overcrossing	Reconstruct street & Construct overcrossing	\$25,447,665	\$12,723,833	\$12,723,833	\$65,536,168
1H	Gateway Ave	Cleveland to Yosemite	Reconstruct/widen from 2 to 4 lanes	\$3,200,000	\$640,000	\$2,560,000	\$62,976,168
1I	Gateway (SR 145)	Yosemite to SR 99	Reconstruct/widen from 2 to 4 lanes	\$2,800,000	\$560,000	\$2,240,000	\$60,736,168
1J	Cleveland	Schnoor to SR 99	Reconstruct/widen from 4 to 6 lanes	\$3,400,000	\$680,000	\$2,720,000	\$58,016,168
1K	SR 41	Road 420 to SR 49 (South of Oakhurst)	Widen from 2 to 4 lanes	\$22,900,000	\$4,580,000	\$18,320,000	\$39,696,168
1L	AVE. 12 ⁹	Road 38 to SR 41	2 to 4 lanes	\$21,239,169	\$10,619,585	\$10,619,585	\$29,076,583
1M	Rd 29	Olive to Ave 13	2 to 4 lanes	\$4,857,311	\$1,943,000	\$2,914,311	\$28,162,272
1N	4th	SR 99 to Lake	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,800,000	\$360,000	\$1,440,000	\$24,722,272
1O	Ave 12	SR 99 to Road 32	2 to 4 lanes	\$12,200,000	\$2,440,000	\$9,760,000	\$14,962,272
1P	Rd 29 ¹¹	Ave 12 to Ave 13	2 to 4 lanes and realignment	\$9,567,994	\$3,828,057	\$5,739,937	\$9,222,335
1Q	Gateway	At SR 99	Reconstruct/widen interchange	\$6,650,000	\$0	\$6,650,000	\$2,572,335
				\$283,114,139	\$121,332,474	\$161,781,665	
TIER 2 PROJECTS (if funding available)⁶							
2A	Cleveland	Tozer to Lake	Restripe to 4 lanes	\$280,000	\$280,000	\$0	\$0
2B	Children's Blvd	SR 41 NB Ramps to Peck Blvd.	6 to 8 lanes	\$3,800,795	\$3,800,795	\$0	\$0
2C	Ave 12	SR 41 to North Rio Mesa Blvd	2 to 6 lanes	\$2,451,208	\$2,451,208	\$0	\$0
2D	Airport	Ave 17 to Yeager	Restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2E	Children's Blvd	Road 401/2 to Peck Blvd	2/4 to 6 lanes	\$2,280,000	\$2,280,000	\$0	\$0
2F	Cleveland	Lake to Rd. 26 (Country Club Dr.)	Restripe to 4 lanes	\$30,000	\$30,000	\$0	\$0
2G	Schnoor	Trevor to Sunset	Pavement rehab & restripe to 4 lanes	\$830,000	\$830,000	\$0	\$0
2H	Yeager	Airport to Falcon	Pavement rehab & restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2I	Ave 10	Road 401/2 to SR 41	2 to 4 lanes	\$4,336,462	\$4,336,462	\$0	\$0
2J	Peck	At Children's Blvd	2 to 6 lanes	\$2,933,441	\$2,933,441	\$0	\$0
2K	Rd 30 1/2	Ave 12 to Ave 13	2 to 4 lanes	\$4,830,687	\$4,830,687	\$0	\$0
2L	Sunset/4th	RR Xing/K to SR 99	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,600,000	\$320,000	\$1,280,000	\$0
2M	Lake	4th to Cleveland	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2N	Sunrise	B Street to Road 28	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2O	SR 41	NB On Ramp/SR 41 @ Children's Blvd	1 to 2 lanes	\$20,200,000	\$20,200,000	\$0	\$0
2P	SR 41	Madera County Ln to Ave 10	4 to 6 lanes	\$4,700,000	\$4,700,000	\$0	\$0
2Q	Cleveland	Rd 26 to SR 99	Reconstruct/widen from 4 to 6 lanes w/RR Xing	\$8,300,000	\$1,660,000	\$6,640,000	\$0
2R	Fig Tree Overpass ¹²	Over SR 99	Overpass	\$10,800,000	\$10,800,000	\$0	\$0
2S	Avenue 26 ¹²	SR 99 to Coronado	Widen to 4 lanes	\$5,400,000	\$5,400,000	\$0	\$0
				\$76,512,593	\$66,032,593	\$10,480,000	
				\$359,626,732	\$187,365,067	\$172,261,665	

- Prior to the disbursement of funds, a project must have:
 - An approved allocation resolution from the Authority
 - An executed funding agreement between the local agency and the Authority
- The standard method of payment will be through approved reimbursement of costs associated with a Tier 1 project in accordance with the funding agreement between the local agency and the Authority
- Funds may be accumulated by the Authority over a period of time to pay for larger and long-term projects. All interest income generated by these proceeds will be used for the transportation purposes described in the Investment Plan under the Regional Streets and Highways Subprogram
- The timely use of funds requirement will be specified in each agreement between a local agency and the Authority
- Measure T funds will not substitute for another fund source that has been programmed or allocated previously to the project or program without prior approval of the Authority
- Other fund sources committed to a project or program will be used in conjunction with Measure T Regional Streets and Highways Subprogram funds. To the maximum extent practicable, other fund sources will be spent down prior to Measure T funds. Otherwise, Measure T funds will be drawn down at a rate proportional to the Measure T share of the total funds programmed to that project phase or program
- After a multi-year allocation of funds has been made to a project phase, the release of funds in any subsequent fiscal year will be subject to the submittal and acceptance by the Authority's Executive Director of a complete Progress Report meeting the requirements for progress reports as adopted by the Authority
- Measure T Regional Streets and Highways Subprogram funds will be allocated to phases of a project or to a program based on demonstrated readiness to begin the work and ability to complete the project phase
- Measure T Regional Streets and Highways Subprogram allocations for right-of-way and construction will be contingent on a completed environment document

The CDTFA began collecting Measure T funds on April 1, 2007. As a result, claims for reimbursement will only be approved for project work which was initiated after April 1, 2007.

■ **Monitoring/Reporting Requirements**

Local agencies or the Authority claiming Measure T Regional Streets and Highways Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for Tier 1 projects during preparation of the Authority's Annual Work Program (AWP). It will be necessary for the Authority to identify and account for Measure T expenditures and to identify

how well Measure T funds have “leveraged” other funds for Measure transportation projects and programs.

In addition, local agencies or the Authority will provide signage at construction sites for projects funded partially or wholly by Measure T sales tax revenue so that the Madera County taxpayers are informed as to how funds are being used. The signage shall be in conformance with specifications approved by and on file with the Authority (reference Appendix D).

Funds determined by audit not to have been expended as provided for in a local agency’s or Authority’s claim for Measure T Regional streets and Highways Subprogram funds shall be repaid in full plus interest that would have been accrued.

- **Audit Process**

The local agency or Authority claims for funding under this Subprogram will be audited in accordance with requirements set forth in Public Utilities Code Section 180000 et seq.



APPENDIX A

MEASURE T

STRATEGIC PLAN DEFINITIONS

Annual Work Program (AWP)

A listing of annual allocations of Measure T Local Transportation Revenue Funds by Investment Plan Program. This is an annual programming document that identifies allocations of estimated and collected Measure T funds by the State of California to the Authority. The Authority then identifies the Local Transportation Revenue Fund allocations to each local agency for programs covered by Local Transportation Revenue Funds.

Annual Expenditure Plan (AEP)

A listing of annual allocations of Measure T Local Transportation Revenue Funds prepared by local agencies to identify the projects and/or programs that will be delivered using local Measure T funds.

Authority

As used in this document, Authority refers to the Madera County Transportation Authority (Authority).

Eligible Projects and/or Programs

Local agencies shall identify projects and/or programs to be funded using Measure T Local Transportation Revenue Funds in local CIPs or Annual Expenditure Programs (AEPs) or through passage of a Resolution by a local agency adopting a project or list of projects and/or programs for which Measure T funding will be allocated consistent with the Final 2006 ½ Cent Transportation Sales Tax Measure Investment Plan's Implementing Guidelines. Local Agency CIPs, AEPs or Resolutions must be reviewed by the public prior to approval by the local agency. If a local agency does not prepare or approve a CIP, AEP or a Resolution that includes Measure T Local Transportation Revenue Funds, the local agency must review the list of projects and/or programs to be funded with Measure T Local Transportation Revenue Funds with the public prior to expenditure of such funds to eligible projects and/or programs.

Implementing Guidelines

A guidance document included as Appendix B in the 2006 ½ Cent Transportation Sales Tax Measure Investment Plan that identifies investment objectives, eligible investments, and other details related to each of the funding programs included in the Investment Plan.

Investment Plan

A planning document that identifies Measure T funding programs and program fund estimates. This document does not include a listing of projects and/or programs to be funded using Measure Local Transportation Revenue Funds. The Plan also includes Implementing Guidelines to be applied by the Authority to develop the Strategic Plan including Guidelines for programs to be implemented by local agencies using Measure T Local Transportation Revenue Funds.

Local Agency refers to the following agencies:

- ◆ County of Madera
- ◆ City of Chowchilla
- ◆ City of Madera

Local Transportation Revenue Fund and Programs

A set of Measure T funds that are specifically allocated to local agencies based upon estimates of, and actual Measure T proceeds and population estimates. Measure T Local Transportation Revenue Funds are defined as funds from the following Measure T 2006 ½ Cent Transportation Sales Tax Measure Investment Plan Funding Programs:

- ◆ Regional Rehabilitation/Reconstruction/Maintenance Program
- ◆ Safe Routes to School and Jobs Program
- ◆ Transit Enhancement Program
- ◆ Environmental Enhancement Program
- ◆ Administration/Planning Program

Maintenance, Reconstruction, and Rehabilitation

As per AB 2928 (Proposition 42) language for local agency allocations (Revenue & taxation code, Section 7104 (e). Funds allocated to a city, county..... shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

- ◆ "Maintenance" means either or both of the following:
 - patching
 - overlay and sealing
- ◆ "Rehabilitation" means street resurfacing, crackfilling, sidewalk and sidewalk ramp replacement, utility dig up and other similar activities.
- ◆ "Reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects and/or programs that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway
- ◆ "Storm Damage" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems.

MCTA Technical Advisory Committee (TAC)

A standing technical committee that meets monthly, one week prior to the Authority, to review and discuss information submitted to the Board of Directors. The (TAC) shall review and comment on staff recommendations that pertain to the Measure T Strategic Plan, Annual Work Program, Authority Procedures, and other related documents, policies, and programs. The purpose of the Technical Advisory Committee is to prioritize infrastructure investments in the Investment Plan and to undertake other technical reviews as requested by the Commission. The Technical Advisory Committee shall consist of:

- 1) County of Madera

- 3) City of Madera
- 5) City of Chowchilla
- 7) Caltrans District 06
- 8) Tribal Representatives
- 9) MCTA Staff
- 10) Local Agency Project Program Managers

Officers

The term officers, as used herein, signify the administrative staff of the Authority.

Officials

The term officials, as used herein, describes the policy making persons of the Authority. This includes the members of the Board of Directors.

Strategic Plan

A five-year planning document that identifies Measure T funding programs and planned regional projects and/or programs, their estimated cost, and the fiscal year of construction. This document does not include a listing of projects and/or programs to be funded using Measure T Local Transportation Revenue Funds. The document is the principal planning and financing statement of the Authority. The Strategic Plan is developed from information collected by Authority staff for all Measure T Programs. This document is updated every second year.

Transportation-Related Project

A transportation-related project is a project that is directly or indirectly related to transportation modes, systems, programs, and/or projects.



APPENDIX B

MEASURE T REGIONAL STREETS AND HIGHWAYS PROJECTS AND FUNDING STRATEGY

Measure T Regional Program - Phase II (2015-2027)																						
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total	RW	Const	E & P	PS & E	RW Sup	Con Sup	Environmental Approval	
Oakhurst Mid-Town Connector																						Nov-19
Measure T Regional			\$ 228,500			\$ 584,000	\$ 6,572,500							\$ 7,385,000	\$ 750,000	\$ 5,500,000			\$ 62,500	\$ 1,072,500		\$ 2,250,000
Measure T Flexible	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,924,000	\$ 4,872,500							\$ 7,935,000	\$ 750,000	\$ 3,800,000	\$ 350,000	\$ 1,900,000	\$ 62,500	\$ 1,072,500		\$ 1,625,000
LPP Competitive							\$ 5,000,000							\$ 5,000,000		\$ 5,000,000						\$ 16,445,000
Other														\$ -								
	\$ 300,000	\$ 610,000	\$ 457,000	\$ -	\$ -	\$ 2,508,000	\$ 16,445,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,320,000								
SR 233 Interchange Operational Improvements																						
Measure T Regional									\$ 500,000	\$ 7,100,000				\$ 7,600,000	\$ 500,000	\$ 7,100,000						
Measure T Flexible	\$ 300,000	\$ 900,000				\$ 600,000		\$ 1,200,000	\$ 1,850,000	\$ 50,000				\$ 4,900,000	\$ 1,850,000	\$ 50,000	\$ 1,800,000	\$ 1,200,000				
Other									\$ 3,600,000					\$ 3,600,000		\$ 3,600,000						
	\$ 300,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 1,200,000	\$ 2,350,000	\$ 10,750,000	\$ -	\$ -	\$ 16,100,000								
Road 200 Phase III																						
Measure T Regional									\$ 2,700,000					\$ 2,700,000		\$ 2,700,000						
Measure T Flexible									\$ 2,800,000					\$ 2,800,000	\$ 90,000	\$ 1,760,000	\$ 200,000	\$ 300,000	\$ 10,000	\$ 440,000		
Other													\$ 2,690,000		\$ 2,140,000					\$ 550,000		
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,690,000	\$ 2,690,000	\$ 8,190,000						
Avenue 7 Reconstruction																						
Measure T Regional												\$ 1,427,500		\$ 1,427,500								
Measure T Flexible												\$ 652,500		\$ 652,500								
Other												\$ 6,858,000		\$ 6,858,000								
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,938,000	\$ 8,938,000							
Cleveland Ave Widening																						
Measure T Regional												\$ 1,600,000		\$ 1,600,000		\$ 1,600,000						
Measure T Flexible												\$ 1,800,000		\$ 1,800,000	\$ 70,000	\$ 1,275,000	\$ 80,000	\$ 375,000				
Other												\$ 350,000		\$ 350,000		\$ 350,000						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000	\$ 3,750,000							
Gateway Ave Widening																						
Measure T Regional												\$ 2,940,000		\$ 2,940,000		\$ 2,940,000						
Measure T Flexible												\$ 3,160,000		\$ 3,160,000	\$ 132,000	\$ 2,253,000	\$ 125,000	\$ 650,000				
Other												\$ 2,500,000		\$ 2,500,000		\$ 2,500,000						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,600,000	\$ 8,600,000							
Summary																						
Measure T Regional	\$ -	\$ -	\$ 228,500	\$ -	\$ -	\$ 584,000	\$ 6,572,500	\$ -	\$ 2,700,000	\$ 500,000	\$ 7,100,000	\$ 3,027,500	\$ 2,940,000	\$ 23,652,500								
Measure T Flexible	\$ 600,000	\$ 1,510,000	\$ 228,500	\$ -	\$ -	\$ 2,524,000	\$ 4,872,500	\$ -	\$ 4,000,000	\$ 1,850,000	\$ 50,000	\$ 2,452,500	\$ 3,160,000	\$ 21,247,500								
LPP Competitive	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000								
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,600,000	\$ 7,208,000	\$ 5,190,000	\$ 15,998,000								
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,600,000	\$ 7,208,000	\$ 5,190,000	\$ 65,898,000	\$ 65,898,000							
Total Measure T	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ -	\$ -	\$ 3,108,000	\$ 11,445,000	\$ -	\$ 6,700,000	\$ 2,350,000	\$ 7,150,000	\$ 5,480,000	\$ 6,100,000	\$ 44,900,000	\$ 63,253,000							
*Totals are reflected in year of construction																						
Flexible																						
County							\$ 11,387,500															
Madera							\$ 4,960,000															
Chowchilla							\$ 4,900,000															
							\$ 21,247,500															



APPENDIX C

REGIONAL PROGRAM CLAIM FOR FUNDING



MEASURE "T" CLAIM FORM - Regional Program

 Jurisdiction

 Date

 Fiscal Year

Measure T Program	Amount
Regional Streets and Highways Program	
Flexible Program	

Project _____

 Description of Expenditure(s) (Please include all supporting documentation)

1		\$
2		\$
3		\$
Total		\$ _____

 Authorized Signature of Claimant


 MCTA Authorizing Signature



APPENDIX D

SIGNAGE SPECIFICATIONS


Your Local Sales Tax Dollars at Work



Street:
Limits:

A City of Chowchilla Project
Safer, Quicker, Better Roads

Your Local Sales Tax Dollars at Work



A County of Madera Project
Safer, Quicker, Better Roads

Your Local Sales Tax Dollars at Work



Measure T Funds: \$

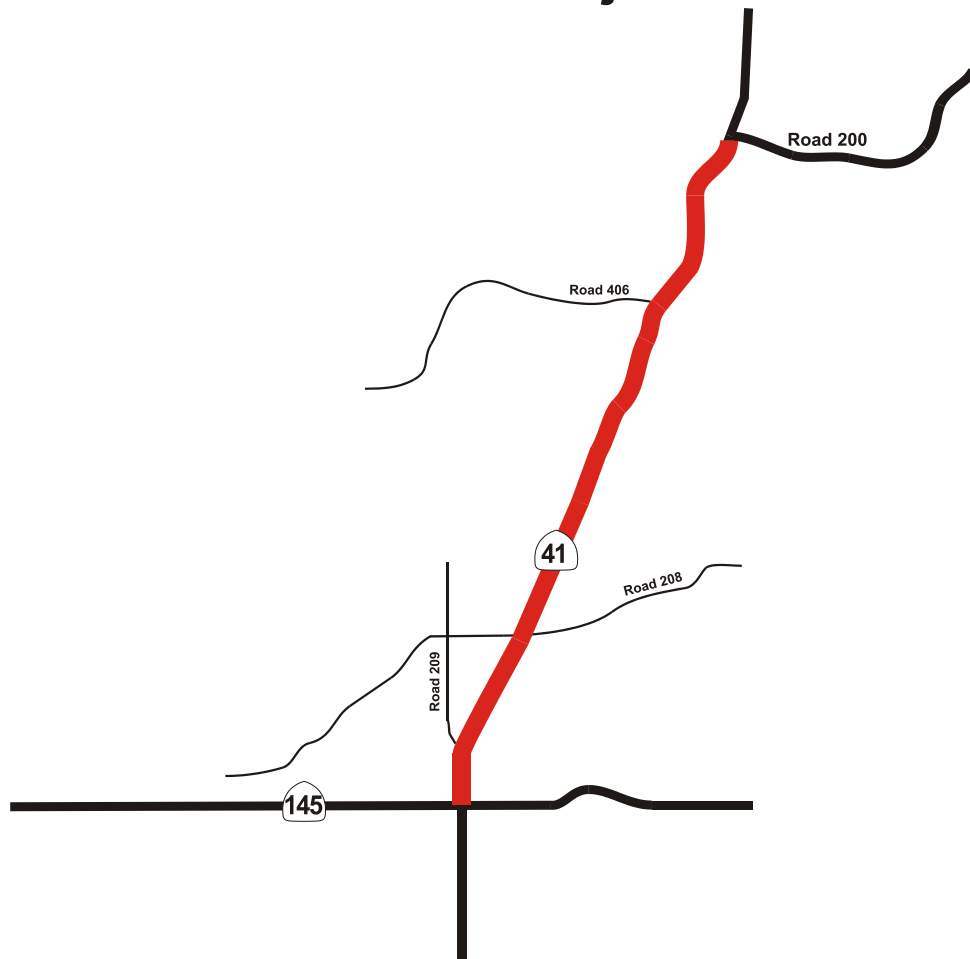
A City of Madera Project
Safer, Quicker, Better Roads



APPENDIX E

ELIGIBLE REGIONAL PROJECTS

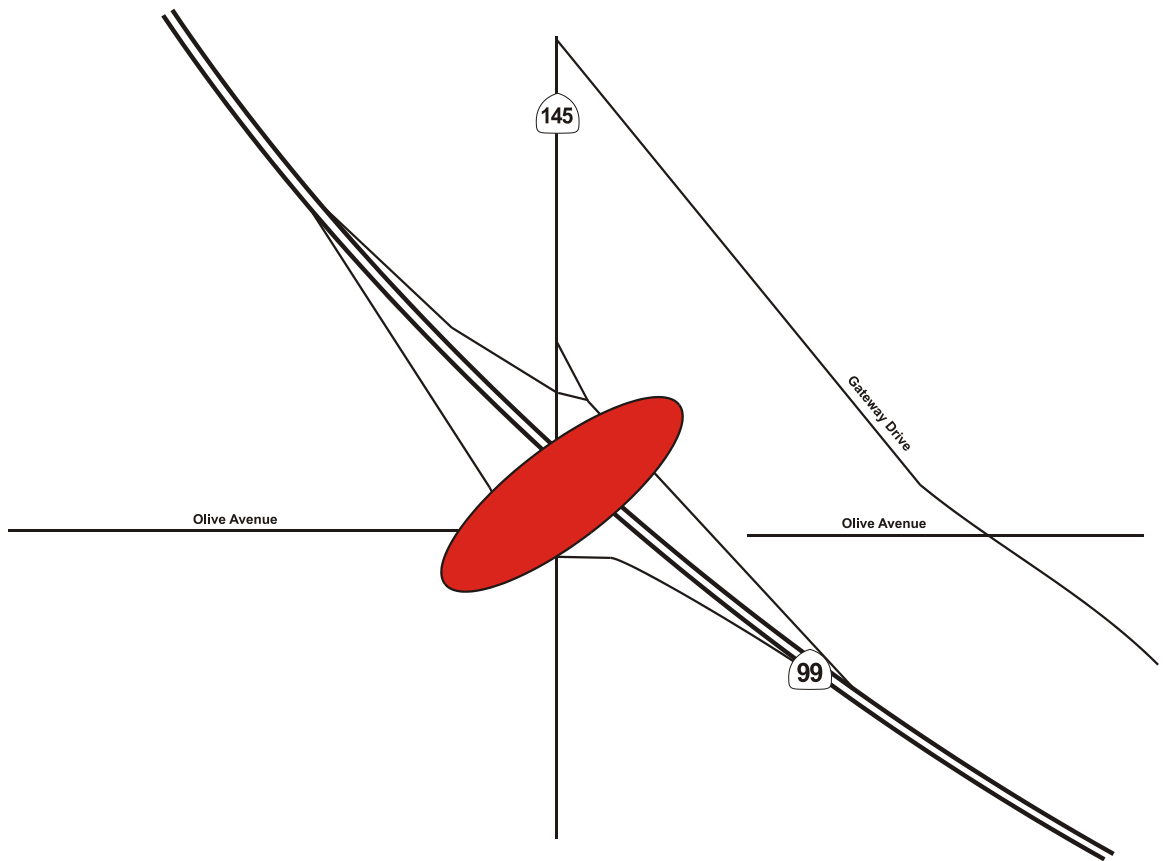
FIGURE 1
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

■ Construct Passing Lanes

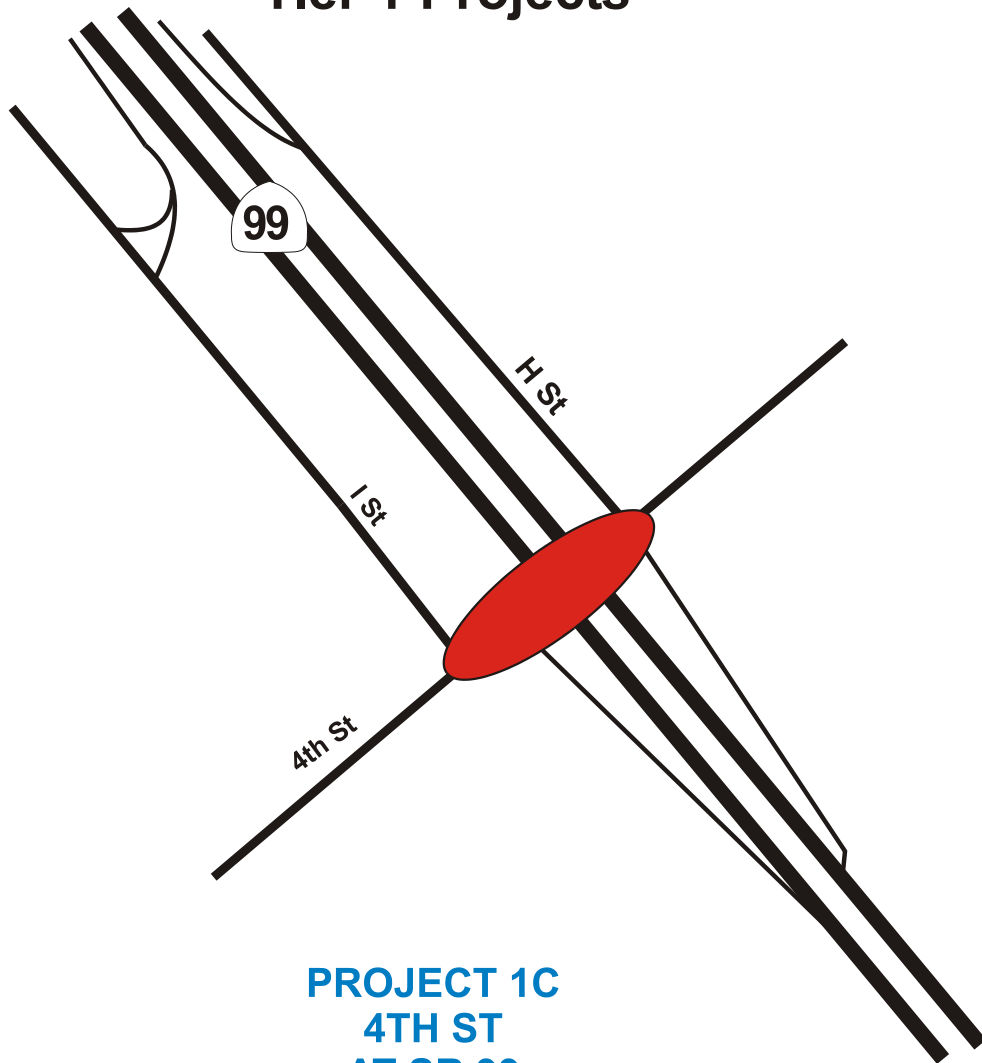
FIGURE 2
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1B
SR 145
AT SR 99

 **Reconstruct/Widen Interchange**

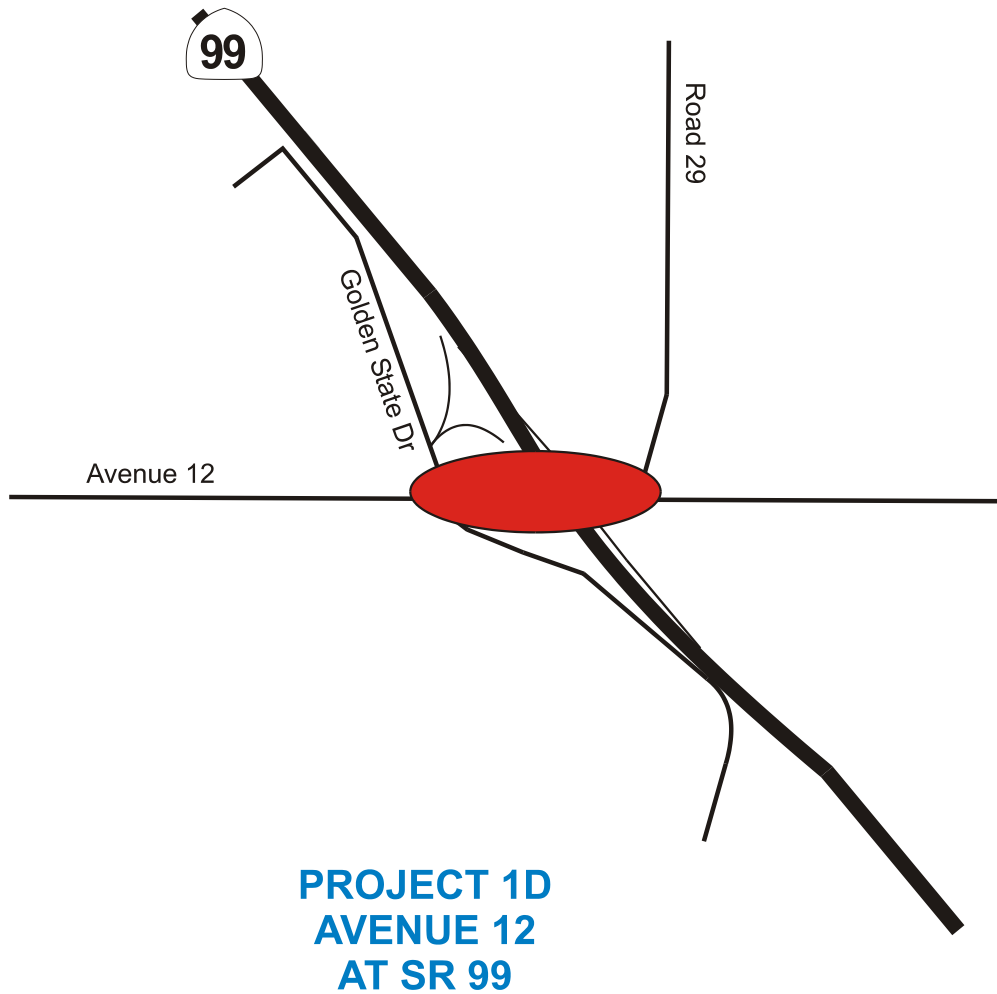
FIGURE 3
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1C
4TH ST
AT SR 99

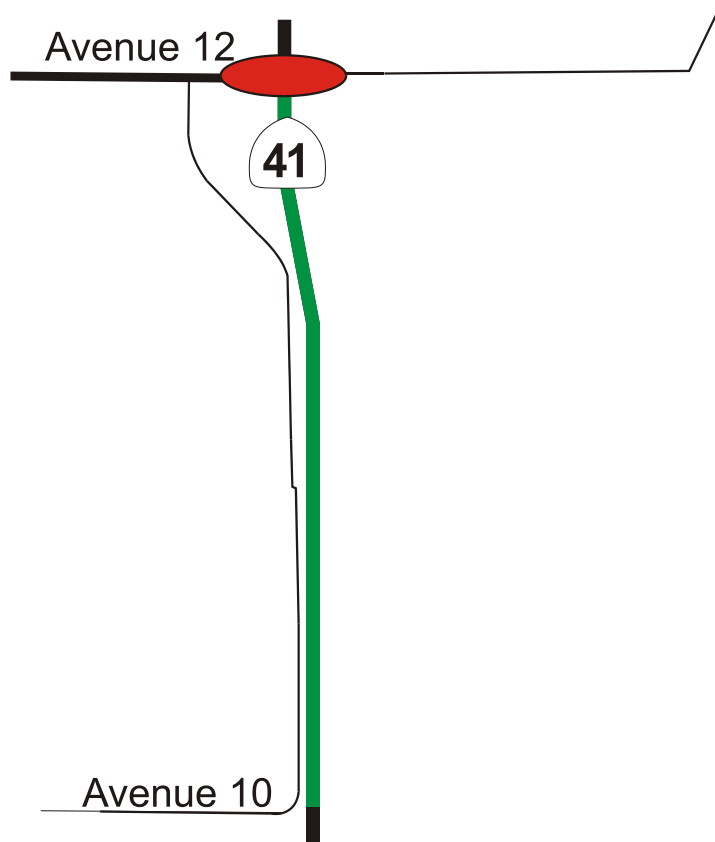
 **Reconstruct/Widen Interchange**

FIGURE 4
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



 **Reconstruct/Widen Interchange**

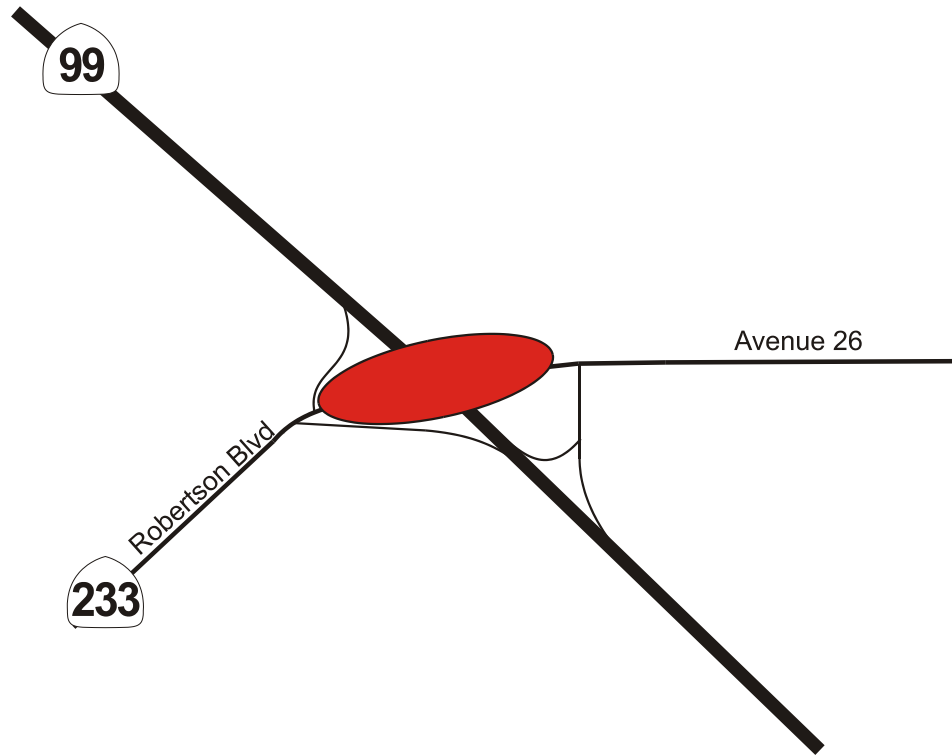
FIGURE 5
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1E
SR 41
AVENUE 10 TO AVENUE 12 WITH
INTERCHANGE @ AVENUE 12

-  **Build Interchange**
-  **Extend Freeway**

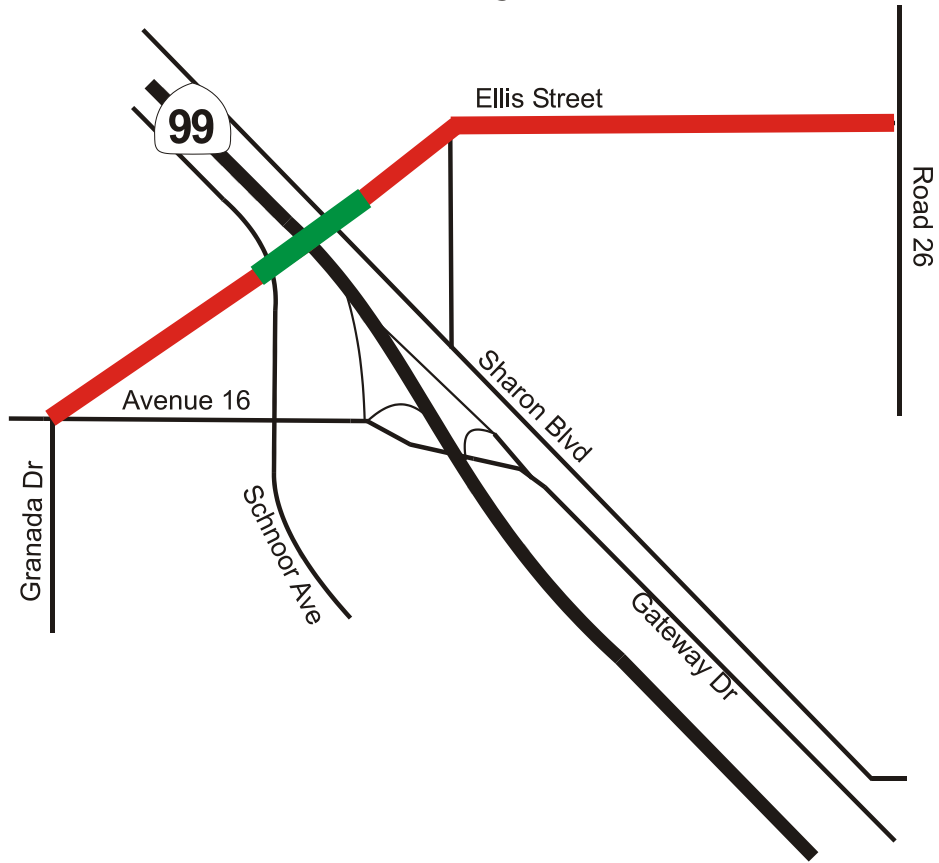
FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

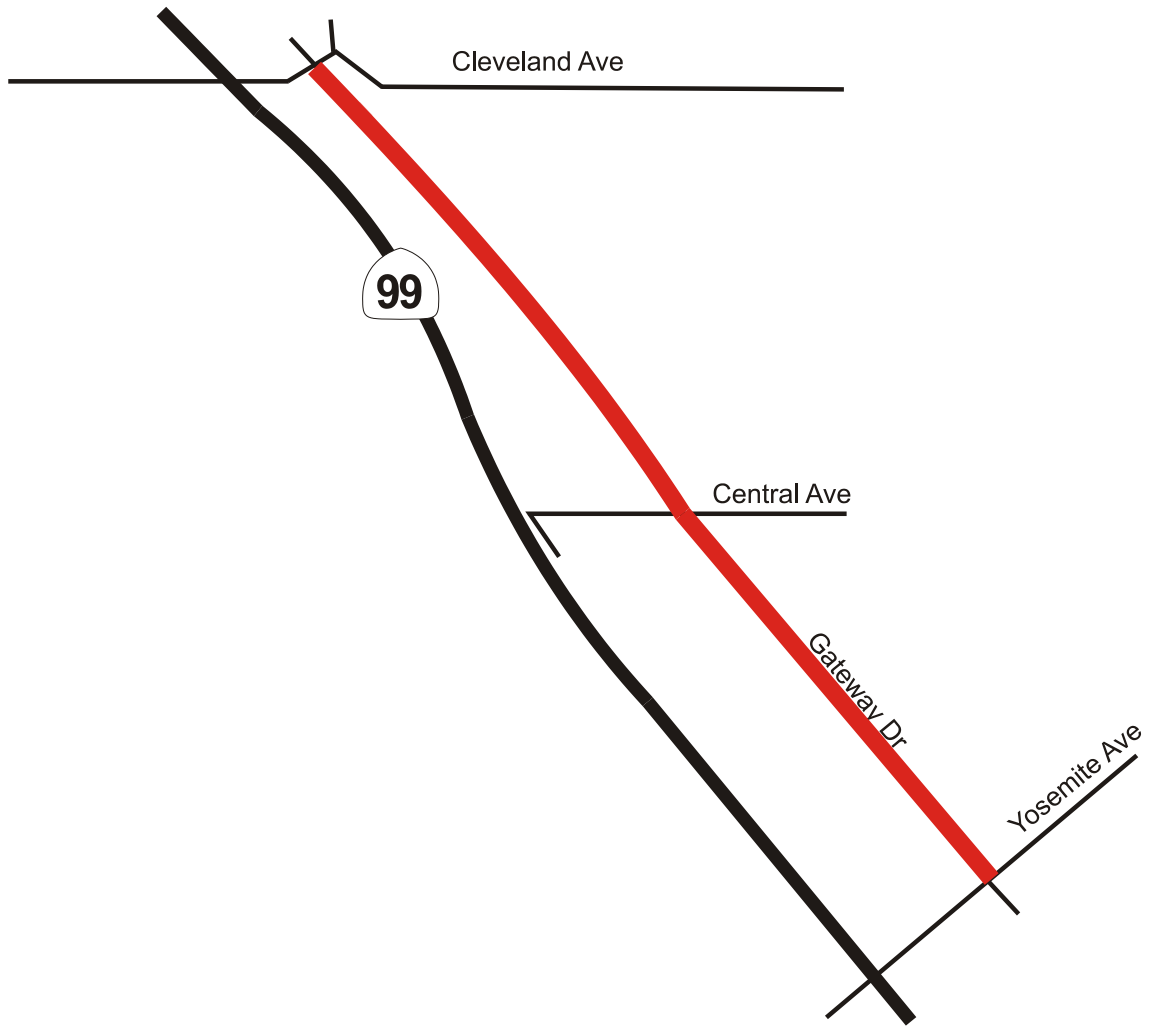
FIGURE 7 Measure T Regional Streets & Highways Subprogram Tier 1 Projects



PROJECT 1G ELLIS ST/AVENUE 16 BETWEEN GRANADA AND ROAD 26 WITH NEW SR 99 OVERCROSSING

- Reconstruct/Extend Street
- Construct Overcrossing

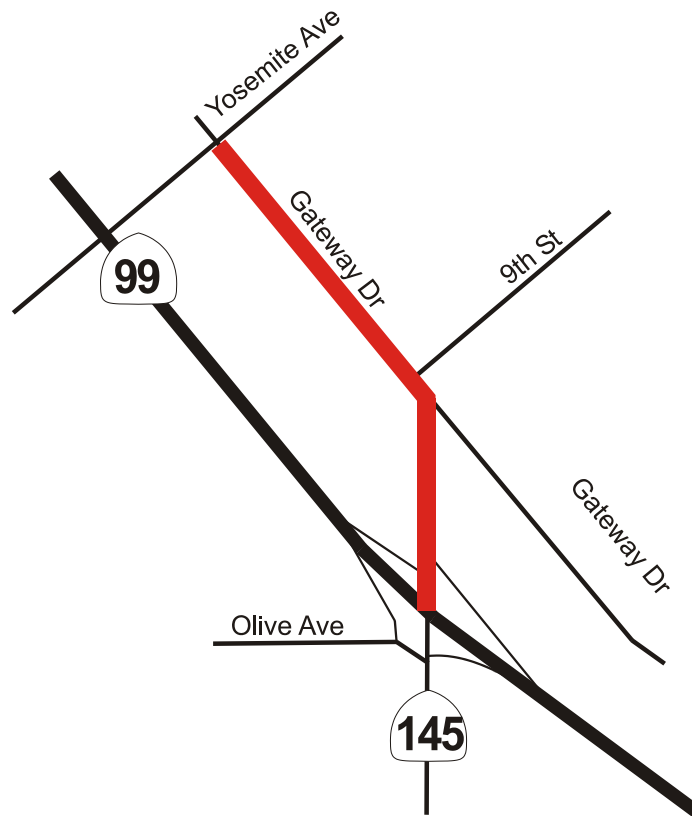
FIGURE 8 Measure T Regional Streets & Highways Subprogram Tier 1 Projects



PROJECT 1H GATEWAY AVENUE BETWEEN CLEVELAND AND YOSEMITE

■ Reconstruct/Widen From 2 to 4 Lanes

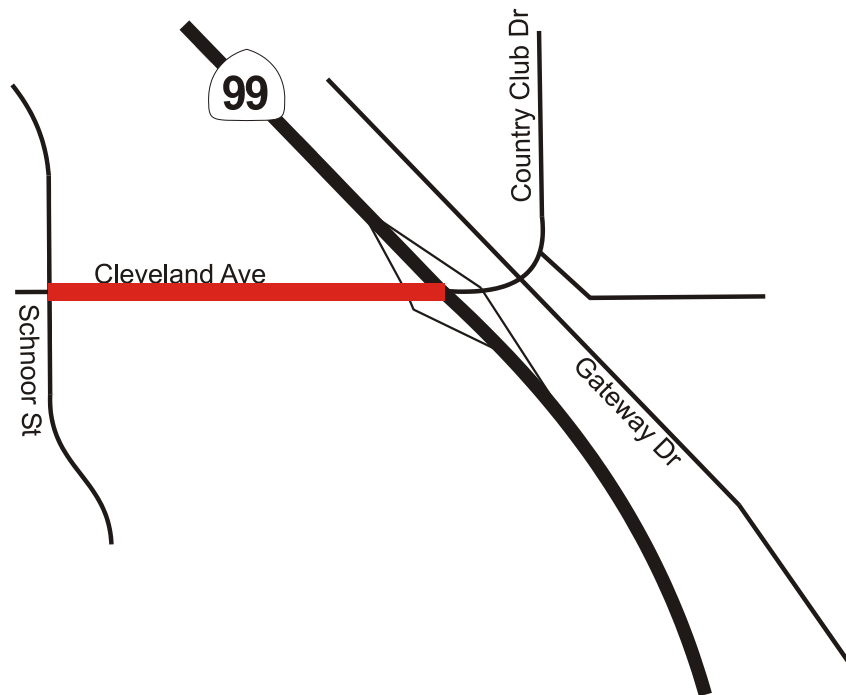
FIGURE 9 Measure T Regional Streets & Highways Subprogram Tier 1 Projects



PROJECT 11 GATEWAY(SR 145) BETWEEN YOSEMITE AND SR 99

■ Reconstruct/Widen From 2 to 4 Lanes

FIGURE 10
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1J
CLEVELAND AVENUE
BETWEEN SCHNOOR AND SR 99

■ Reconstruct/Widen From 4 to 6 Lanes

Figure 11

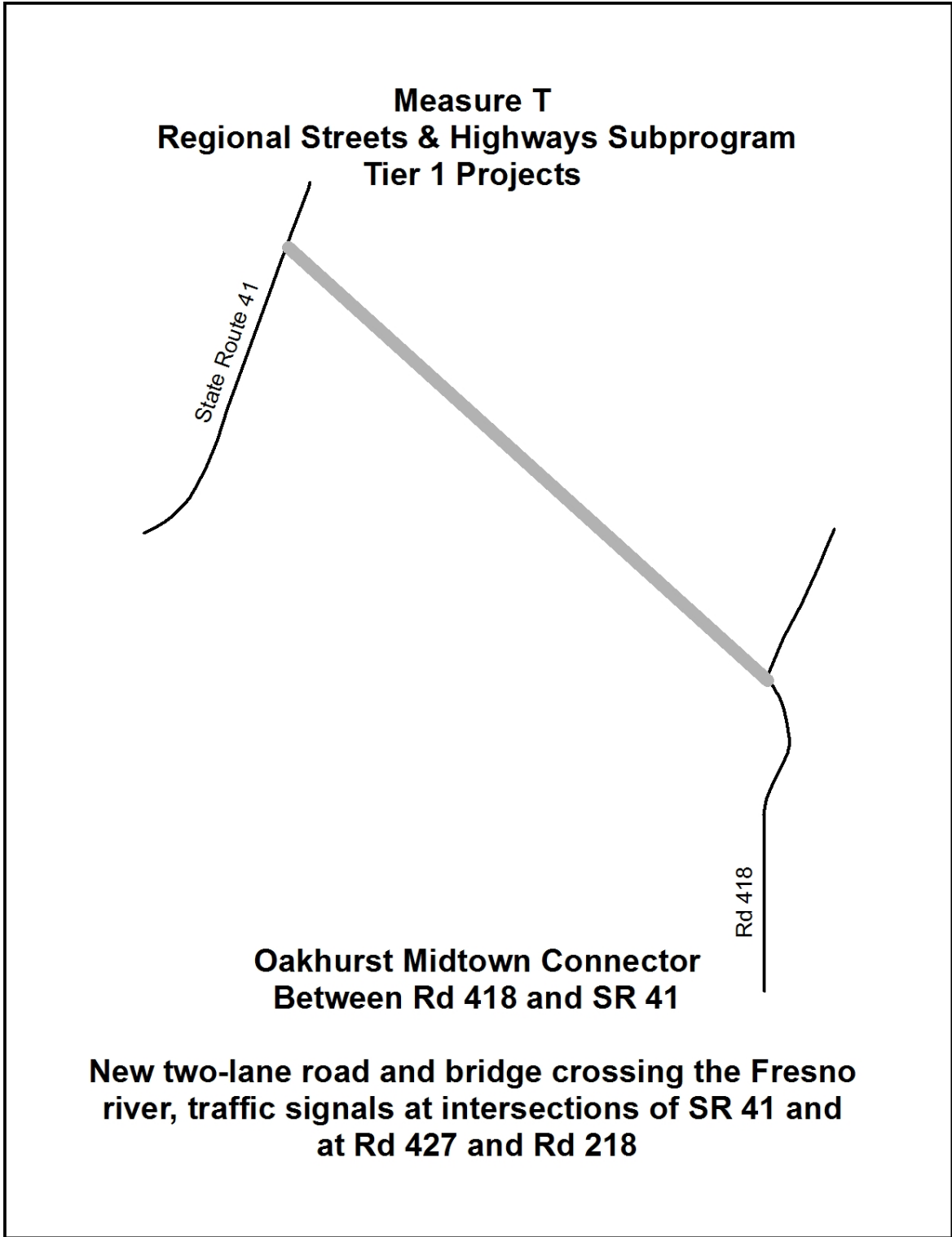
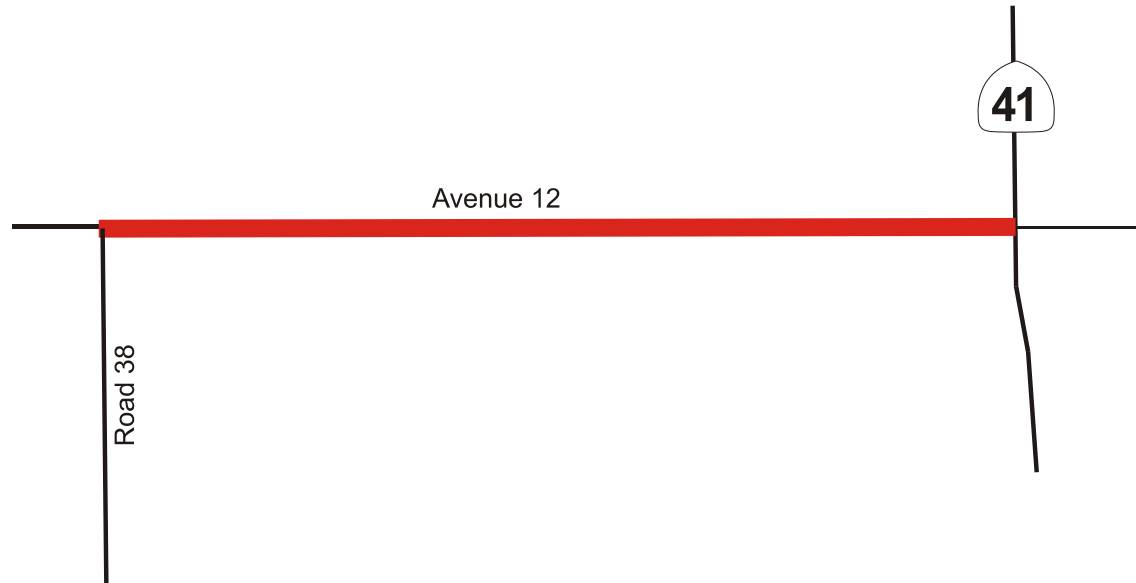


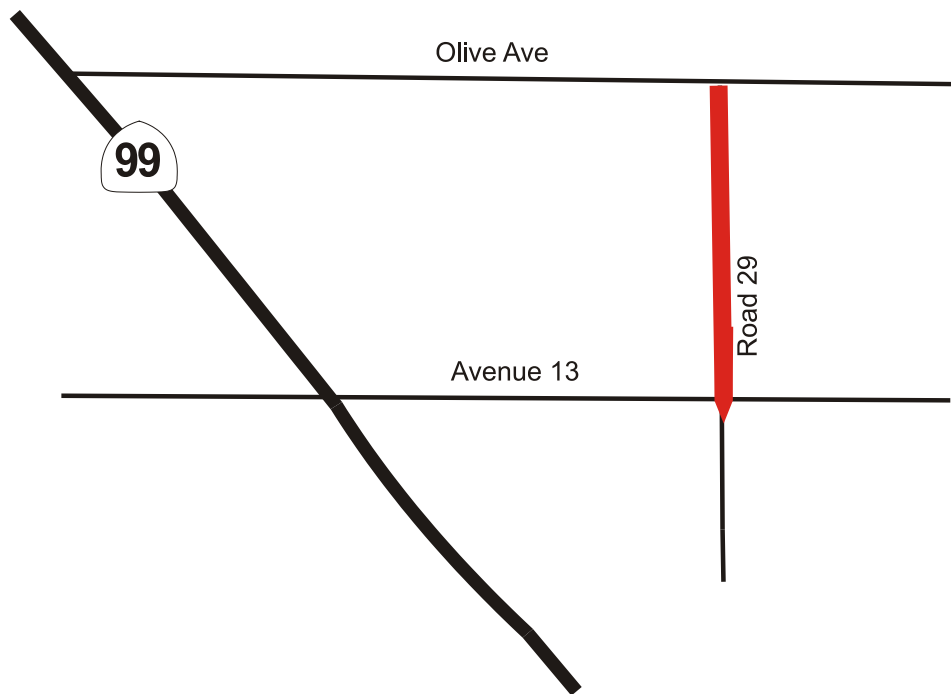
FIGURE 12
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1L
AVENUE 12
BETWEEN ROAD 38 TO SR 41

■ Widen From 2 to 4 Lanes

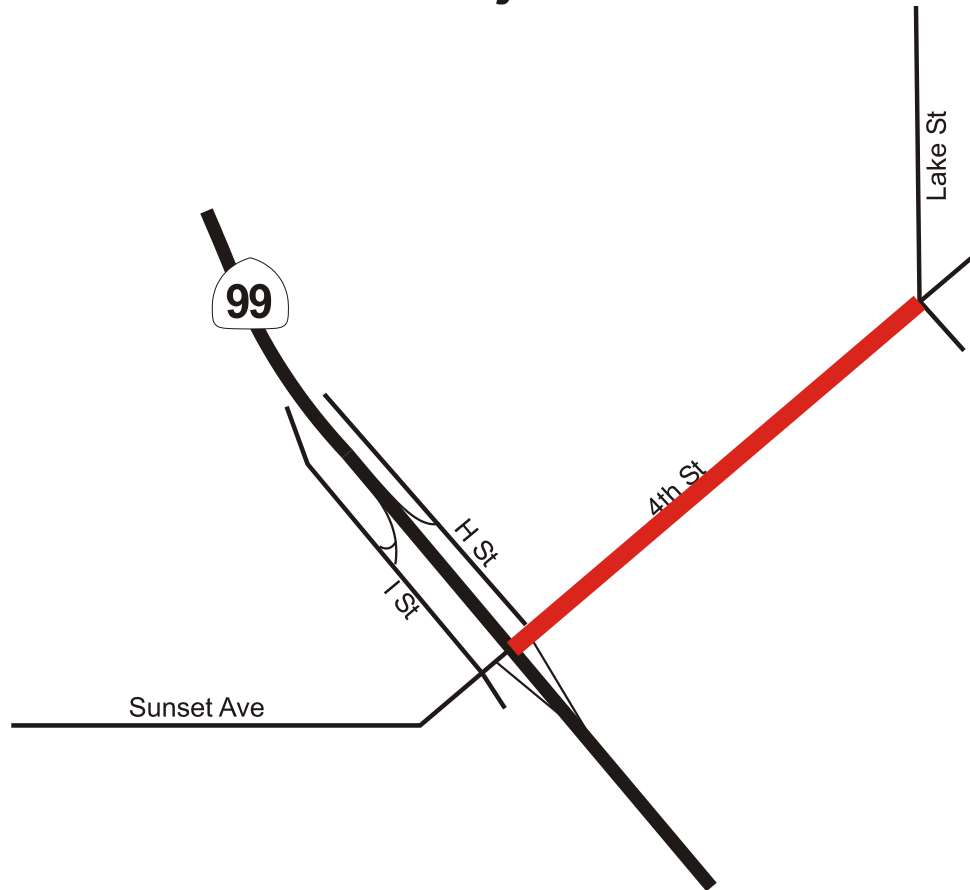
FIGURE 13
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1M
ROAD 29
BETWEEN OLIVE AVENUE AND AVENUE 13

■ Widen From 2 to 4 Lanes

FIGURE 14
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

FIGURE 15
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects

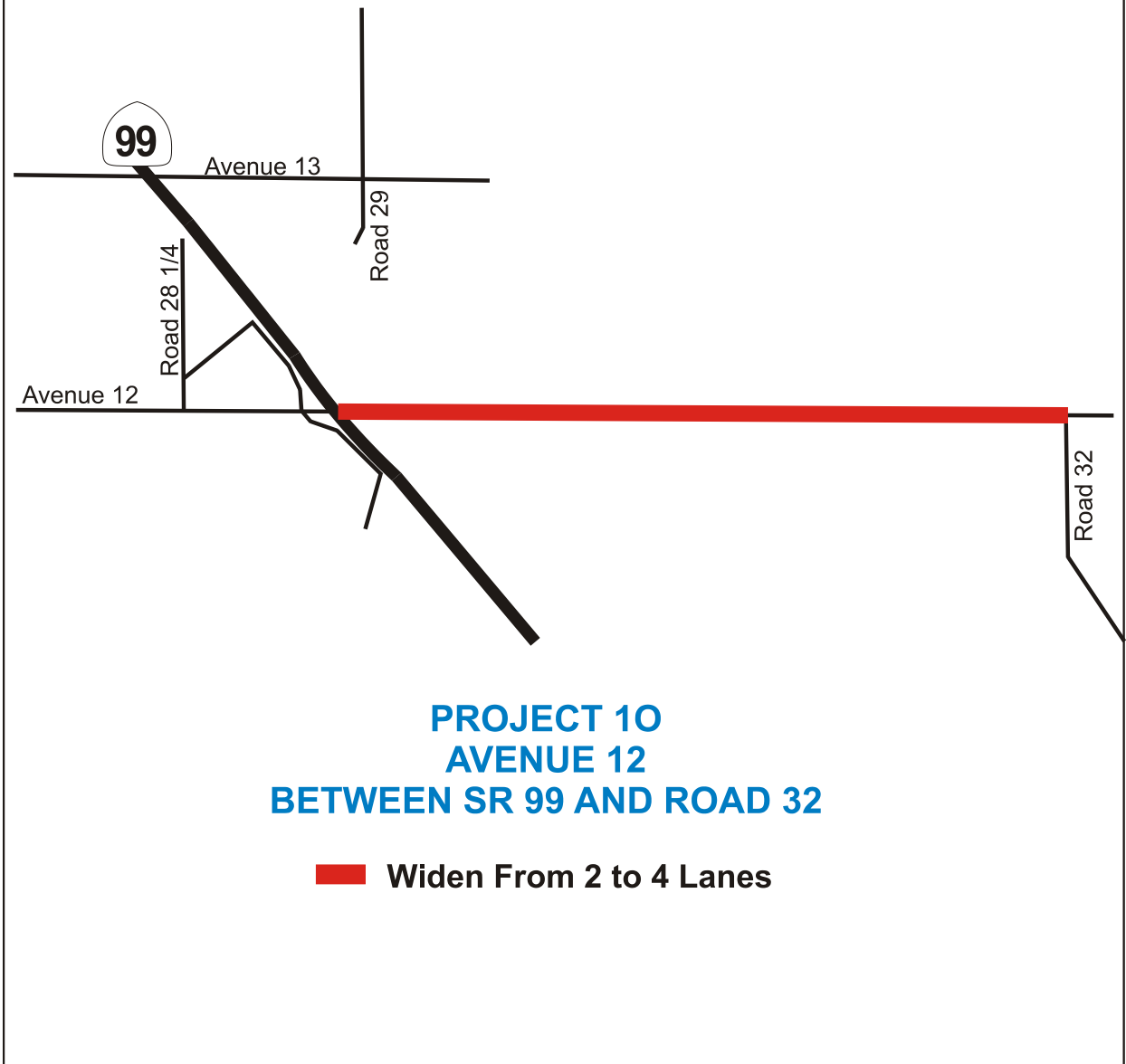
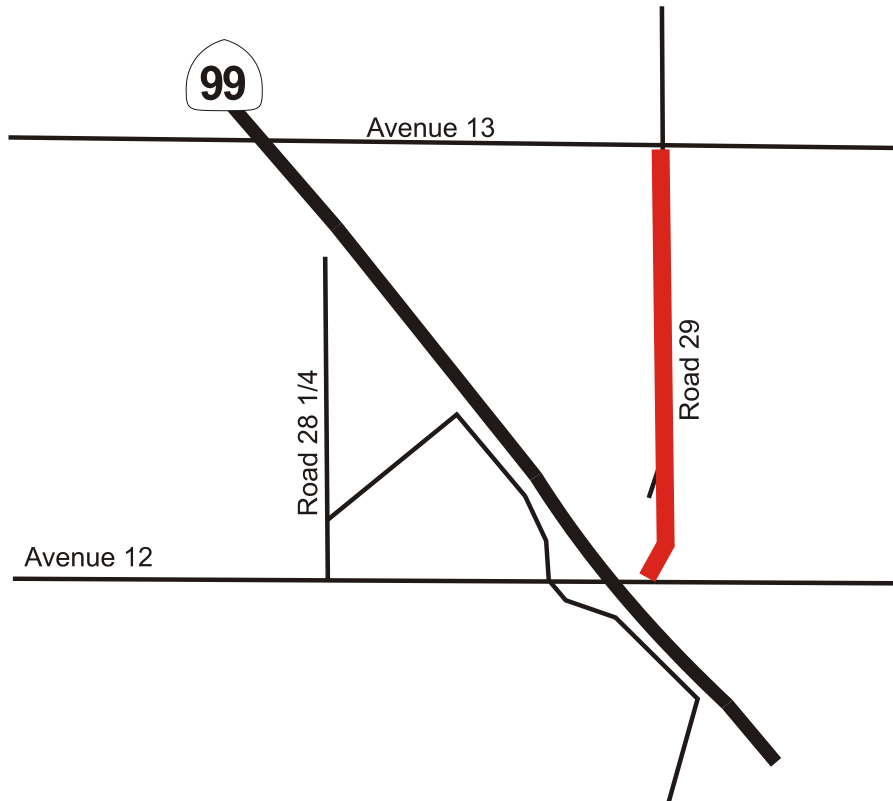


FIGURE 16
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1P
ROAD 29
BETWEEN AVENUE 12 AND AVENUE 13

■ Widen From 2 to 4 Lanes With Realignment

FIGURE 17
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects

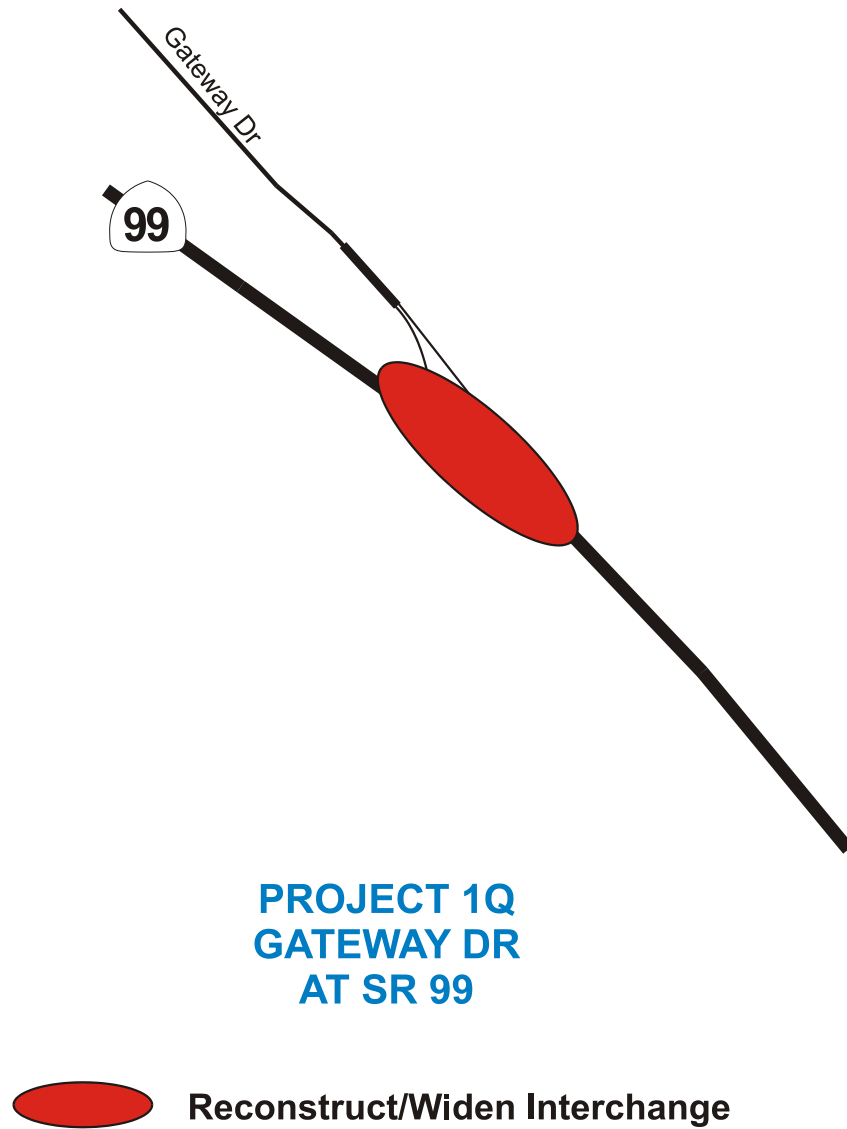
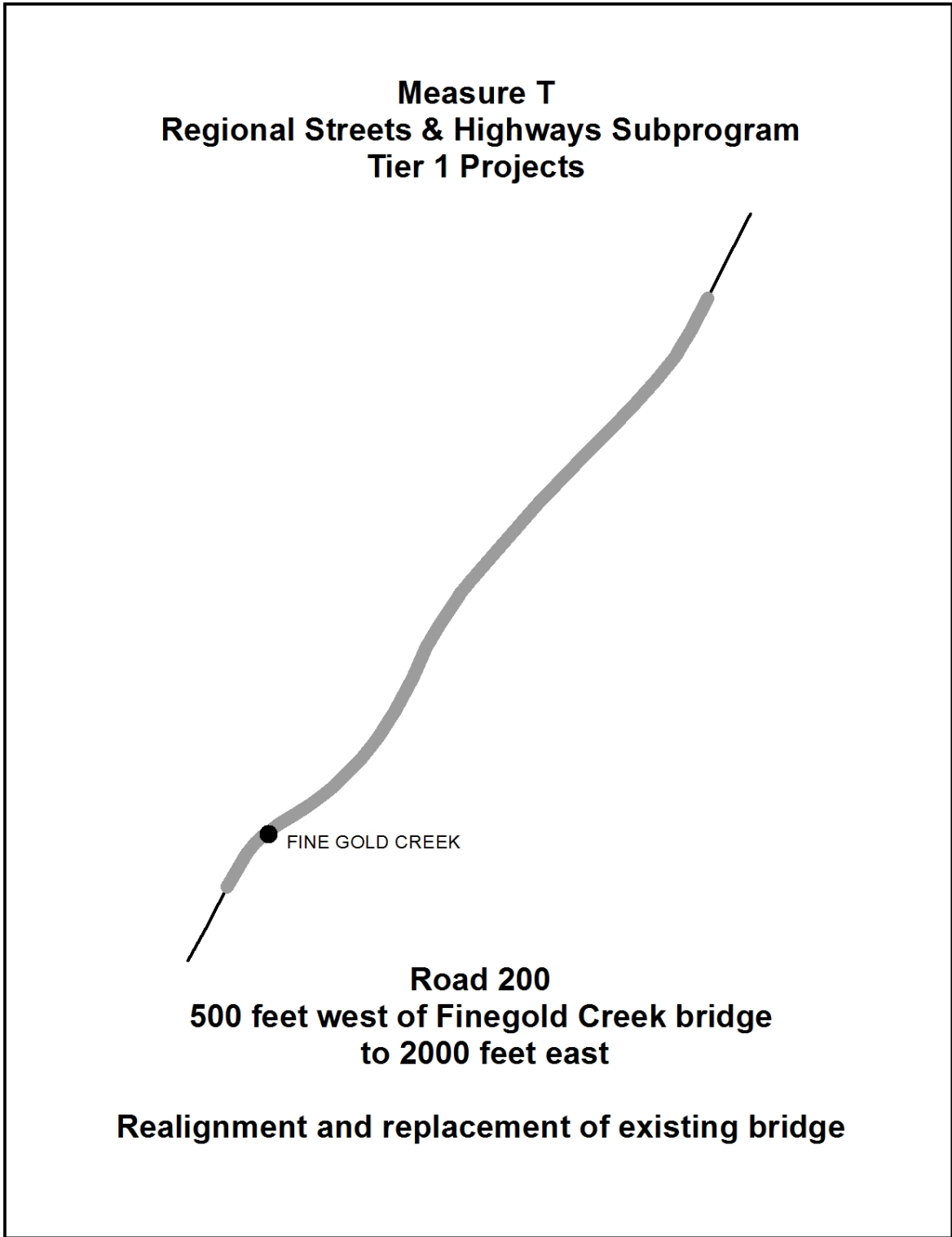


Figure 18





STAFF REPORT
Board Meeting of January 19, 2022

AGENDA ITEM: 10-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Vacancies

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Citizens' Oversight Committee currently has 4 vacant positions: Districts 1, 2, 4, and Member At-Large residing in Madera County. Due to the number of vacancies, the Citizens' Oversight Committee does not have a quorum and will be unable to hold our regularly scheduled February meeting. MCTC has reached out to elected officials, community-based organizations, posted on social media and the MCTC website to solicit applicants. To date, we have not received any applications. We will continue to advertise and solicit recommendations to fill the vacancies as soon as possible. More information about the Citizens' Oversight Committee and to obtain an application can be found on the [MCTC website](#).

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.