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Meeting of the  
Madera County Transportation Commission  
Policy Board Meeting

**LOCATION**

**Madera County Board Chambers  
200 West 4<sup>th</sup> Street, 1<sup>st</sup> 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**

November 17, 2021

**TIME**

3:00 PM

**Policy Board Members**

Commissioner Jose Rodriguez, Chair  
Commissioner Tom Wheeler, Vice Chair  
Commissioner Waseem Ahmed  
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 November 2, 2021 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 1, as adopted by the Madera County Transportation Commission Policy Board on October 20, 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 4<sup>th</sup> Street, 1<sup>st</sup> 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 as there will be very limited seating at the Board Chambers.

**Please register for the GoToWebinar from your computer, tablet, or smartphone**

**<https://attendee.gotowebinar.com/register/6018213597510433037>**

**After registering you will receive a confirmation email containing information about joining the webinar**

**You can also dial in using your phone**

**1 (213) 929-4221 or 1 (877) 309-2074 (Toll Free)**

**Access Code: 583-400-393**

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](mailto: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. 2022 Meeting Schedule

**Enclosure:** Yes

**Action:** Information and Discussion Only

4-B. WTS CenCal November Program: The Federal Infrastructure Investments and Jobs Act

**Enclosure:** Yes

**Action:** Information and Discussion Only

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

**Enclosure:** Yes

**Action:** Information and Discussion Only



4-D. On-Call Planning and Technical Consulting Services

**Enclosure:** No

**Action:** Approve On-Call Planning and Technical Services List of Consultants and authorize staff to enter into on-call agreements

4-E. Letter of Support – City of Madera Application for Federal Transit Authority Fiscal Year 2021 Bus and Bus Facilities Grant

**Enclosure:** No

**Action:** Authorize the MCTC Executive Director to sign a letter of support for the City of Madera’s application for Federal Transit Administration Fiscal Year 2021 Bus and Bus Facilities Grant

4-F. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 2

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 2

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

5-A. Clean California Local Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

5-B. Update: (1) SR 99 Madera South Widening Project – Draft 2022 ITIP, and (2) Launch of the SR 99 Finish What We Started

**Enclosure:** Yes

**Action:** Information and Discussion Only

5-C. 2022 Madera County Regional Transportation Improvement Program (RTIP)

**Enclosure:** No

**Action:** Approve the 2022 Madera County Regional Transportation Improvement Program (RTIP) by Resolution 21-16 and direct staff to submit to the California Transportation Commission by December 15, 2021

**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 – October 20, 2021

**Enclosure:** Yes

**Action:** Approve October 20, 2021, meeting minutes

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**NONE**

**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. Measure T Renewal Community Survey

**Enclosure:** No

**Action:** Information and Discussion Only

9-B. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 2

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 2

**10. AUTHORITY – ACTION/DISCUSSION ITEMS**

10-A. Public Hearing: Measure T 2021 Draft Strategic Plan Update

**Enclosure:** Yes

**Action:** Conduct Public Hearing and Receive Testimony

## OTHER ITEMS

### 11. MISCELLANEOUS

- 11-A. Items from Caltrans
- 11-B. Items from Staff
- 11-C. Items from Commissioners

### 12. CLOSED SESSION

NONE

### 13. ADJOURNMENT

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



**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 4-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

2022 Meeting Schedule

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Included in your packet is a schedule for the 2022 Technical Advisory Committee Meetings and the Madera County Transportation Commission Policy Board Meetings.

**FISCAL IMPACT:**

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



## 2022 MEETING SCHEDULE FOR TECHNICAL ADVISORY COMMITTEE

*Meetings will be held in the Madera County Transportation Commission's  
Conference Room  
Commencing at 1:30 p.m.*

<b>January</b> .....10	<b>July</b> ..... 11
<b>February</b> .....14	<b>August</b> .....08
<b>March</b> .....14	<b>September</b> .....12
<b>April</b> .....11	<b>October</b> .....11 (Tuesday)
<b>May</b> .....09	<b>November</b> ..... 14
<b>June</b> .....13	<b>December</b> .....12*

*August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.*

*\*Dates may change*





# 2022 MEETING SCHEDULE FOR MADERA COUNTY TRANSPORTATION COMMISSION

*Meetings will be held in the Madera County Transportation Commission's  
Conference Room*

*Commencing at 3:00 p.m.*

<b>January .....</b>	<b>19</b>	<b>July .....</b>	<b>20</b>
<b>February .....</b>	<b>23</b>	<b>August .....</b>	<b>17</b>
<b>March .....</b>	<b>23</b>	<b>September .....</b>	<b>21</b>
<b>April .....</b>	<b>20</b>	<b>October.....</b>	<b>19</b>
<b>May.....</b>	<b>18</b>	<b>November.....</b>	<b>23*</b>
<b>June .....</b>	<b>22</b>	<b>December .....</b>	<b>21*</b>

*August and December are normally scheduled recesses. If there is a need for a meeting, the date shown for that month will be used.*

*\*Dates may change*





**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 4-B

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

WTS CenCal November Program: The Federal Infrastructure Investments and Jobs Act

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Madera County Transportation Commission Executive Director Patricia Taylor will be on a WTS Central Valley panel discussion titled "The Federal Infrastructure Investment and Jobs Act: A Conversation on Potential Future Investment in Central California."

The virtual event begins with networking at 11 a.m. November 18, 2021, and the program is scheduled to run 11:30 a.m. to 1 p.m. It is cosponsored by the American Society of Civil Engineers, Fresno Branch, and the American Council of Engineering Companies, San Joaquin Valley Chapter.

Follow <https://bit.ly/3BQaZ50> to register.

**FISCAL IMPACT:**

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





# THE FEDERAL INFRASTRUCTURE INVESTMENT AND JOBS ACT:

## A Conversation on Potential Future Investment in Central California



### REGISTER IN ADVANCE HERE

- Date:**  
 November 18, 2021
- Networking:**  
 11:00 AM – 11:30 PM
- Program:**  
 11:30 PM – 1:00 PM
- Event brought to you by the following co-sponsors:**



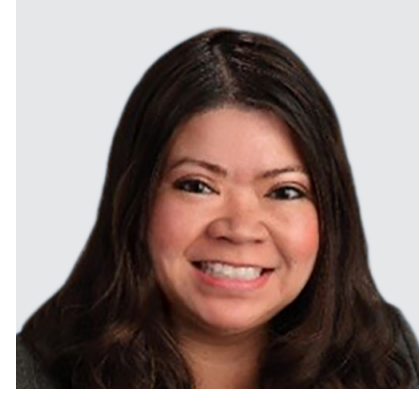
### The Panel:



**Mitch Weiss**  
Executive Director,  
California Transportation  
Commission



**Michael Navarro**  
Deputy District Director  
of Planning, Caltrans



**Diane Nguyen**  
Executive Director,  
San Joaquin COG



**Patricia Taylor**  
Executive Director,  
Madera County  
Transportation  
Commission



**Ahron Hakimi**  
Executive Director,  
Kern COG



**Tony Boren**  
Executive Director,  
Fresno COG





**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 4-C

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**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 the next grant cycle will be released on January 3, 2022, via the BlackCat Transit Data Management System.

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)

**FISCAL IMPACT:**

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



**FTA SECTION 5310  
2022 CALL FOR PROJECTS**

# SAVE THE DATE



**MONDAY  
JANUARY 3, 2022**

**APPLICATION TO BE RELEASED  
VIA THE BLACKCAT TRANSIT DATA  
MANAGEMENT SYSTEM**

If you need BlackCat access, please contact  
[Joel Rodriguez \(joel.rodriguez@dot.ca.gov\)](mailto:joel.rodriguez@dot.ca.gov).

Please take [this short survey](#) to provide FTA  
5310 Program feedback. Survey closes  
November 10th.

For more information on Caltrans Division of  
Rail and Mass Transportation Section 5310  
Program, [click here](#).





**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 4-D

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

On-Call Planning and Technical Consulting Services

**Enclosure:** No

**Action:** Approve On-Call Planning and Technical Services List of Consultants and authorize staff to enter into on-call agreements

**SUMMARY:**

The Policy Board approved the release of a Request for Qualifications (RFQ) seeking qualified consulting firms to provide on-call planning and technical consulting services. The response to this solicitation was in the form of a Statement of Qualifications (SOQ). Staff received SOQs that met the RFQ requirements from 6 prime contractors:

- IBI Group
- TJKM
- DKS Associates
- Elite Transportation Group
- Green DOT Transportation Solutions
- VRPA Technologies

Staff is requesting that the Board approve these firms to be on the qualified list of consultants for on-call planning and technical services and to authorize staff to enter into on-call agreements for a period of three years with 2 one-year options with those on the list. When on-call services are required, a competitive mini-RFP will be prepared and the consultants on the qualified list will be asked to submit a proposal. Staff will award on-call work based upon qualifications, scheduling requirements, and reasonableness of cost for each task order. A amount of \$50,000 is already included in the budget for any needed on-call services.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 4-E

**PREPARED BY:** Dylan Stone, Principal Regional Planner

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**SUBJECT:**

Letter of Support – City of Madera Application for Federal Transit Authority Fiscal Year 2021 Bus and Bus Facilities Grant

**Enclosure:** No

**Action:** Authorize the MCTC Executive Director to sign a letter of support for the City of Madera’s application for Federal Transit Administration Fiscal Year 2021 Bus and Bus Facilities Grant

**SUMMARY:**

The City of Madera is applying for funding from the Federal Transit Administration through the Fiscal Year 2021 Bus and Bus Facilities Grant program. Highlights of the application include the development of transit transfer hubs and terminals for the Madera Metro system and improved connectivity with rural communities served by the County transit system. Additional features of the application include route amenities such as street lighting, bicycle storage, signage and shelters, new transit vehicles, and solar infrastructure for the Madera Transit Center.

The Grants for Buses and Bus Facilities Program (49 U.S.C. §5339(b)) authorizes FTA to award grants to assist in the financing of buses and bus facilities capital projects including:

- Replacing, rehabilitating, purchasing, or leasing buses or related equipment
- Rehabilitating, purchasing, constructing, or leasing bus-related facilities

The improvements identified in the application are consistent with the goals and vision outlined in the current Regional Transportation Plan and Sustainable Communities Strategy. If funded and implemented, the City of Madera will be able to improve multi-modal connectivity, reduce vehicle miles traveled and harmful tailpipe emissions, and promote more healthy and active transportation.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Special Meeting of October 20, 2021

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

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 2

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 2

**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. 2, 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 DECEMBER 1-31, 2021,  
PURSUANT TO BROWN ACT PROVISIONS**

Resolution No.: **21-15**  
**Amendment No. 2**

**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 17<sup>th</sup> day of November 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
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 November 17, 2021

**AGENDA ITEM:** 5-A

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

Clean California Local Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The California Department of Transportation (Caltrans) is developing the [Clean California Local Grant Program](#) as part of a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

**Project Types**

Eligible projects shall include, but not be limited to:

- Community litter abatement and beautification
- Community litter abatement events and/or educational program

**Funding**

The grant program guidelines are being developed with a framework that recognizes the diverse funding needs of potential applicants throughout the state.

- The local match component will range from 0% to 50% of the project costs
- Half of the overall program funds will benefit or be in underserved communities
- The maximum grant is \$5 million

Caltrans is developing program guidelines and will solicit input through stakeholder workshops.

Local agencies are encouraged to:

- Identify potential project site(s) and/or educational program concept(s)
- Plan and begin community engagement
- Start project/program design plans

- Stay informed on guideline drafts and updates through workshops and website

Curt Hatton, P.E., Caltrans, Acting District 6 Clean California Coordinator, will provide a verbal presentation regarding the Clean California Local Grant Program.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of November 17, 2021

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

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**SUBJECT:**

Update: (1) SR 99 Madera South Widening Project – Draft 2022 ITIP, and (2) Launch of the SR 99 Finish What We Started

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Update on SR 99 Madera South Widening Project: Last month, MCTC staff provided the MCTC Policy Board members with the news that the Madera South Widening project was recommended for inclusion in the Draft 2022 Interregional Transportation Improvement Program (ITIP). The ITIP funding request for the project is \$33.5 million (page 9). The remaining funds are Madera County’s Mid-Cycle Regional Improvement Program funds - \$832,000, and approximately \$44 million in State Highway Operation and Protection Program (SHOPP) funds.

Funding for this project is contingent on Caltrans districts (District 6 and 10) convening a summit in partnership with local and regional agencies and including diverse stakeholders and community-based organizations to establish a vision for the SR 99 corridor that addresses local needs in a manner aligned with state goals as outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), before the State Transportation Improvement Program (STIP) adoption, by March 15, 2022. In addition, funding for this project is contingent on Caltrans districts, in partnership with regional agencies, completing a comprehensive multimodal corridor plan for SR 99 to implement that vision before the allocation of ITIP funds. Caltrans is currently working in partnership with the San Joaquin Valley COG Directors to secure a date and location for the Summit.

There were two public hearings scheduled to receive comments on the Draft 2022 ITIP. MCTC staff provided a presentation to the CTC Commissioners during the North Hearing held virtually on November 1, 2021. The presentation was organized in partnership with Tulare County Association of Governments (TCAG), and Merced County Association of Governments (MCAG). The South Hearing was held on November 8, 2021, and MCTC, TCAG, and MCAG were available if comments were needed. Comments are due to Caltrans by November 15,

2021. The California Transportation Commission will approve the Draft 2022 ITIP at its December meeting in Riverside.

*Update on the Launch of the SR 99 Finish What We Started:* Included in your package is a memorandum from Kiana Valentine, Partner, Politico Group, providing an update the SR 99 Finish What We Started effort. Politico Group, MCTC, TGAC, and MCAG have been working diligently the past few months to operationalize the SR 99 Finish What We Started Campaign. Activities included building a robust coalition of support for the effort, connecting with local, regional, legislative, and statewide elected officials and stakeholders, and finalizing key messages, developing collateral, and building out a project map, website, and other social media content. These efforts culminated on October 22, 2021, with the transmission of a letter (attached) calling on Governor Newsom and his Administration to commit to fully funding and constructing the remaining segments of SR 99.

The Coalition building effort has also been well-received. We have secured nearly 40 entities represented on the coalition letter to Governor Newsom ranging from local and statewide business organizations to local and regional governments to organized labor. The coalition boasts the agricultural industry, public health, and health care organizations too. This effort will continue to accept entities to join as added representation.

San Joaquin Valley legislators have been briefed on the three-county effort, the larger coalition building process, and that ask of the Administration was imminent. As a result, a letter was sent to Governor Newsom from nine of the San Joaquin Valley's legislative delegation (attached) in tandem with the MCTC/TCAG/MCAG led coalition letter. Securing this bipartisan state elected official support was a great achievement.

Next steps include the following:

1. A meeting with California State Transportation Agency, Caltrans, and California Transportation Commission to discuss our request and hold the state accountable for investing in SR 99.
2. Planning, hosting, and executing the SR 99 Summit.
3. Aiding Caltrans in the development of a comprehensive multimodal corridor study for SR 99.
4. Engaging in the 2021-22 State Budget transportation funding negotiations and the development of the 2022-23 State Budget
5. Leveraging the robust coalition to echo support for SR 99 in a variety of contexts – from CTC meetings to SB 1 funding programs to our State Budget related efforts.

**FISCAL IMPACT:**

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

November 9, 2021

To: The Honorable Jose Rodriguez, Chair, Madera County Transportation Commission  
The Honorable Robert Poythress, Commissioner, Madera County Transportation Commission  
The Honorable Daron McDaniel, Board Member, Merced County Association of Governments  
The Honorable Pete Vander Poel, III, Chair, Tulare County Association of Governments  
The Honorable Rudy Mendoza, Board Member, Tulare County Association of Governments  
Patricia Taylor, Executive Director, Madera County Transportation Commission  
Stacie Guzman, Executive Director, Merced County Association of Governments  
Theodore Smalley, Executive Director, Tulare County Association of Governments

From: Kiana Valentine, Partner, Politico Group

Re: **Update on the Launch of the State Route 99 Finish What We Started Campaign**

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**Background.** Politico Group, the Madera County Transportation Commission (MCTC), the Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TGAC) have invested significant time and resources over the past few months to operationalize the State Route (SR) 99 Finish What We Started Campaign. Activities included building a robust coalition of support for the effort, connecting with local, regional, legislative, and statewide elected officials and stakeholders, and finalizing key messages, developing collateral, and building out a project map, [website](#), and other social media content. These efforts culminated on October 22 with the transmission of the attached letter calling on Governor Newsom and his Administration to commit to fully funding and constructing the remaining segments on SR 99.

**Coalition.** We are pleased to report that the coalition building effort was received with much enthusiasm. We have nearly 40 entities represented on the coalition letter to Governor Newsom ranging from local and statewide business organizations to local and regional governments to organized labor. The coalition boasts the agricultural industry, public health, and health care organizations too. We look forward to continuing to build out the coalition and hope to add additional representation from labor, business, goods movement related industries, and more.

**Funding Opportunities.** The launch of the campaign was also strategic in that the Draft 2022 Interregional Transportation Improvement Program (ITIP) was submitted to the California Transportation Commission (CTC) on October 15<sup>th</sup> and includes funding for these key SR 99 projects:

- The **South Madera 6 Lane Widening Project** (Madera County from south of Avenue 7 to north of Avenue 12). This project will eliminate the 5.8 mile, four-lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median.
- The **Tulare City Widening Project**. This project will eliminate the 5 mile, four-lane bottleneck on SR 99 in the City of Tulare, between Avenue 200 and Prosperity Avenue by providing an additional lane in each direction in the median.
- The **Livingston Widening Southbound Project** (Merced County). This project is 8 miles from south of Hammatt Ave to the Merced/Stanslaus County line. The widening is from 2 to 3 lanes in the median. SR

99 north and south of the project area is an existing six-lane freeway. The Livingston Widening *Northbound* Project is currently under construction.

- The **South Tulare 99 Project** (northwards from Delano). Funded specifically with SR 99 bond funds (expected CTC action January 2022), this innovative project will make permanent 13.5 miles of temporary lanes in southern Tulare.

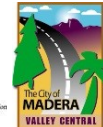
We will continue to pursue other funding opportunities such as SB 1 competitive grant programs and other state general fund resources. For instance, the 2021-22 state budget transportation package remains unfinished. We are exploring all avenues to maximize funding for SR 99 in the current year and in the 2022-23 state budget and beyond.

**Legislative and Administrative Outreach.** We have been working in close coordination with Senator Hurtado and her key staff. Collectively, we reached out to other San Joaquin Valley legislators to brief them on the three-county effort, the larger coalition building process, and that an ask of the Administration was imminent. As a result, the attached letter was sent to Governor Newsom from nine of the San Joaquin Valley's legislative delegation in tandem with the MCTC/MCAG/TCAG led coalition letter. Securing this bipartisan state elected official support was a great achievement and we look forward to continuing to work with the delegation to create energy and positive pressure to finalize a commitment from the state.

**Next Steps.** Politico Group, MCTC, MCAG, and TCAG continue to meet biweekly to ensure we are sharing related intelligence, developing creative ideas and solutions, and generally ensuring coordination and that our Sacramento based efforts are complementary of local efforts and vice versa. Upcoming key milestones and deliverables include:

1. A meeting with the California State Transportation Agency, California Department of Transportation, and the California Transportation Commission to discuss our request and hold the state accountable for investing in SR 99. This meeting will include participation from the three-county local elected officials. It may include the San Joaquin Valley's legislative delegation.
2. Planning, hosting, and executing an SR 99 summit. While an SR 99 summit has been on the table for some time, the Draft 2022 ITIP requires a focused convening as a condition of funding for the South Madera 6 Lane Widening Project.
3. Aiding Caltrans in the development of a comprehensive multimodal corridor study for SR 99, another prerequisite for Draft 2022 ITIP funding.
4. Engaging in the 2021-22 State Budget transportation funding negotiations and the development of the 2022-23 State Budget.
5. Leveraging the robust coalition to echo support for SR 99 in a variety of contexts – from CTC meetings to SB 1 funding programs to our State Budget related efforts.

**Contact.** For more information regarding the SR 99 Finish What We Started Campaign, please contact Kiana Valentine at (916) 444-3770 or [kiana@politicogroup.com](mailto:kiana@politicogroup.com).



Item 5-5-B.

October 22, 2021

The Honorable Gavin Newsom  
Governor, State of California  
State Capitol  
Sacramento, CA 95814

Re: **Finish What We Started – A Call to Action to Complete State Route 99, Improve Public Safety, Invest in our Economy, and Enhance Overall Quality of Life in California**

Dear Governor Newsom:

The undersigned organizations, businesses, and associations write to urge you and your Administration to fully commit to funding and building a completed State Route (SR) 99. The inclusion of funding for SR 99 in the Draft 2022 Interregional Transportation Improvement Plan (ITIP) is an important investment and we hope that it will serve as the building block from which the vital corridor is finally finished.

SR 99 serves as a critical north-south corridor for goods movement throughout California, which aids in the following:

- Supports the movement of freight throughout California with 1.3 million daily truck trips. Ninety percent of freight through the San Joaquin Valley moves by truck, primarily on SR 99.
- Supports jobs and economic activity with approximately 44 percent of all employment in the San Joaquin Valley associated with goods movement-dependent industries – more than goods movement related employment in all other regions of California.
- Supports the largest agricultural region in the United States. The San Joaquin Valley generates more than \$45 billion in ag products annually – and provides 25 percent of the nation's food supply.
- Represents a vital travel corridor for the 4.4 million residents of the San Joaquin Valley.



Despite recent investments into the corridor, SR 99 remains unfinished resulting in needless congestion, hampering economic activity, negatively impacting quality of life, and deleteriously impacting air quality and climate change. The currently incomplete SR 99 also poses a serious danger to the traveling public – going from six-lanes to four-lanes and back again numerous times.

Making good on the promise of SR 99 will have many and varied positive outcomes for the *entire* State of California – decreasing congestion, alleviating safety issues and associated fatalities and serious injuries, increasing our economic competitiveness and vitality, and creating living-wage jobs. These benefits can be realized while also achieving the state’s air quality and climate change goals.

Recent investments into the SR 99 corridor, including significant local funding from countywide sales-tax measures and Proposition 1B (the 2006 \$19.9 billion transportation infrastructure bond), have helped close the gap, but those efforts will be for naught if we do not finish the job. Eight segments totaling 35 miles out of the 274-mile SR 99 corridor through Merced, Madera, and Tulare counties remain unfunded. These unfinished segments include approximately 12 dangerous bottlenecks along this vital corridor.

We must be cautious with respect to how our climate policies impact our economy and the safety of our state’s residents. The state’s multimodal transportation system, including its highways, streets, and roads are the backbone of our robust economy, and policies that undermine our infrastructure will have serious consequences.

We must find a way to fight climate change, while also continuing to invest in a surface transportation network that moves goods, services, and people efficiently and safely. The choke points and safety issues created as heavy-duty trucks and passenger vehicles move from six to four lanes through the SR 99 corridor can only be fully eliminated by completing the corridor.

In closing, we recognize the multiple challenges facing the state, including the state’s ambitious climate goals, and are confident a completed six-lane SR 99 corridor can and should play an important role in California’s future. In fact, the San Joaquin Valley has demonstrated it can meet the state’s aggressive GHG emission reduction goals while finishing SR 99 through the development, adoption, and state approval of its SB 375 mandated Sustainable Communities Strategy.

Again, we are thankful for the inclusion of ITIP funding for SR 99 and we respectfully request that the California State Transportation Agency and the California Department of Transportation work with the San Joaquin Valley to develop and implement a 15-year plan to complete SR 99 – to finish what we started. We stand ready to work with you and your Administration towards this virtuous end.

Sincerely,

/s/

The Honorable Pete Vander Poel  
Chair  
Tulare County Association of Governments

The Honorable Lloyd Pareira  
Chair  
Merced County Association of Governments

The Honorable Jose Rodriquez  
Chair  
Madera County Transportation Commission

The Honorable Daron McDaniel  
Chair  
County of Merced

The Honorable Robert Poythress  
Chair  
County of Madera

Michael Quigley  
Executive Director  
California Alliance for Jobs

The Honorable Linda Launer  
Mayor  
City of Dinuba

Jon Switalski  
Executive Director  
Rebuild SoCal Partnership

The Honorable Monte Reyes  
Mayor  
City of Porterville

Rob Lapsley  
President  
California Business Roundtable

The Honorable Diana Palmer  
Mayor  
City of Chowchilla

Shane A. Gusman  
Legislative Director  
Teamsters

The Honorable Rudy Mendoza  
Mayor  
City of Woodlake

Mark Watts  
Legislative Advocate  
Transportation California

Arnoldo Garcia  
City Manager  
City of Madera

Todd Bloomstein  
Legislative Advocate  
Southern California Contractors Association

Robbie Hunter  
President  
State Building and Construction Trades Council

Russel Snyder  
Executive Director  
California Asphalt Pavement Association

Joe Cruz  
Executive Director  
California State Council of Laborers

Ray Baca  
Executive Director  
Engineering Contractors' Association

Tim Cremins  
Political Director  
International Union of Operating Engineers

Jennifer Ward  
Sr. Vice President  
Orange County Business Council

Jay Bradshaw  
Executive Secretary-Treasurer  
Northern California Carpenters Regional Council

Cesar Lara  
President  
Western Regional Association of Pavement  
Preservation

Emily Cohen  
Executive Vice President  
United Contractors

Jerry Sinift  
Chief Executive Officer  
Tulare International Agriculture Center

Eric Sauer  
Sr. Vice President of Government Affairs  
California Trucking Association

Christ Hiatt  
Vice President  
American Honey Producers Association

Peter Tateishi  
Executive Director  
Associated General Contractors of California

Paulo Soares  
Chief Executive Officer  
Camarena Health

Todd Suntrapak  
President, Chief Executive Officer  
Valley Children's Healthcare

Debi Bray  
President, Chief Executive Officer  
Madera Chamber of Commerce

Breanne Vandenberg  
Executive Director  
Merced County Farm Bureau

Bobby Kahn  
Executive Director  
Madera Economic Development Commission

Tony Weber  
Chief Executive Officer  
Golden Valley Health Centers

Christina Beckstead  
Executive Director  
Madera County Farm Bureau

Matt Hoffman  
Chief Executive Officer  
Hoffman Security

Sara Bosse  
Executive Director  
Madera County Public Health

Annissa Fragoso  
President  
Merced County Hispanic Chamber of Commerce

cc: The Honorable Lena Gonzalez, Chair, Senate Transportation Committee  
The Honorable Laura Friedman, Chair, Assembly Transportation Committee  
Honorable Members, San Joaquin Valley Legislative Delegation  
The Honorable David Kim, Secretary, California State Transportation Agency  
The Honorable Toks Omishakin, Director, California State Department of Transportation  
The Honorable Hilary Norton, Chair, California Transportation Commission  
Mitch Weiss, Executive Director, California Transportation Commission  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom  
Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom  
James Barba, Consultant, Office of Senate President pro Tempore Atkins  
Julius McIntyre, Consultant, Office of Assembly Speaker Rendon



October 22, 2021

The Honorable Gavin Newsom  
Governor of the State of California  
State Capitol  
Sacramento, CA 95814

**Re: Finish What We Started – A Call to Action to Complete State Route 99**

Dear Governor Newsom:

As San Joaquin Valley Legislators, we respectfully call upon your Administration to complete the 20-year effort to widen and make safety improvements to State Route (SR) 99 - a critical north-south corridor for goods movement throughout California.

The currently incomplete SR 99 poses a serious danger to the traveling public. Choke points and safety issues created as heavy duty trucks and passenger vehicles move from six to four lanes throughout the SR 99 corridor can only be fully eliminated by completing this transportation corridor. We must continue to invest in a surface transportation network that moves goods, services and people efficiently and safely.

Modernizing the older, narrower segments along SR 99 will generate many positive outcomes for the *entire* State of California – decreasing congestion, reducing fatalities and serious injuries, increasing our economic competitiveness and vitality, and creating living-wage jobs. These benefits can be realized while also achieving the state’s air quality and climate change goals.

We respectfully request the California State Transportation Agency and the California Department of Transportation work with the San Joaquin Valley to develop and implement a 15-year plan to fund and complete SR 99 – to finish what we started.

State Route 99 is vitally important because:

- This route supports 1.3 million daily truck trips. 90-percent of freight through the San Joaquin Valley moves by truck - primarily on SR 99.
- 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries, more than goods movement related employment in all other regions of California.

- SR 99 supports the state's geographic and agricultural production center – an area generating more than \$45 billion in Agricultural products annually – and provides 25 percent of the nation's food supply.

Eight segments totaling 35 miles out of the 274-mile SR 99 corridor throughout the counties of Merced, Madera and Tulare remain unfunded. These unfinished segments include approximately 12 dangerous bottlenecks along this vital corridor.

We applaud you for your efforts to address the transportation needs of the Central Valley. Vehicle traffic – especially heavy truck traffic – continue to clog our highways unless efficiency and safety improvements are completed.

The transition to an electric fleet will certainly help deal with some aspects of climate changes, but regardless of motive power, vehicle traffic – especially heavy truck traffic – will still clog our highways unless efficiency and safety improvements are completed.

Critics are opposed to building more highway lanes, and expanding road lanes in general. Respectfully, this view is short-sighted when discussing the busiest state highway in the nation. Completing the widening of SR 99 will decrease air pollution by unclogging the often stagnant flow of truck freight by speeding truck traffic through congested areas. This will also improve overall motorist safety reducing accidents.

We respectfully request that the California State Transportation Agency and the California Department of Transportation work with the San Joaquin Valley to develop and implement a 15-year plan to complete SR 99 – to finish what we started.


Sincerely,



Melissa Hurtado  
Senator, 14<sup>th</sup> District



Andreas Borgeas  
Senator, 8<sup>th</sup> District



Anna Caballero  
Senator, 12<sup>th</sup> District



Shannon Grove  
Senator, 16<sup>th</sup> District



Frank Bigelow  
Assemblymember, 5<sup>th</sup> District



Jim Patterson  
Assemblymember, 23<sup>rd</sup> District



Devon Mathis  
Assemblymember, 26<sup>th</sup> District



Rudy Salas  
Assemblymember, 32<sup>nd</sup> District



Vince Fong  
Assemblymember, 34<sup>th</sup> District

cc: The Honorable Lena Gonzalez, Chair, Senate Transportation Committee  
The Honorable Laura Friedman, Chair, Assembly Transportation Committee  
Honorable Members, San Joaquin Valley Legislative Delegation  
The Honorable David Kim, Secretary, California State Transportation Agency  
The Honorable Toks Omishakin, Director, California State Department of Transportation  
The Honorable Hilary Norton, Chair, California Transportation Commission  
Mitch Weiss, Executive Director, California Transportation Commission  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom  
Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom  
James Barba, Consultant, Office of Senate President pro Tempore Atkins  
Julius McIntyre, Consultant, Office of Assembly Speaker Rendon



**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 5-C

**PREPARED BY:** Jeff Findley, Principal Regional Planner

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**SUBJECT:**

2022 Madera County Regional Transportation Improvement Program (RTIP)

**Enclosure:** No

**Action:** Approve the 2022 Madera County Regional Transportation Improvement Program (RTIP) by Resolution 21-16 and direct staff to submit to the California Transportation Commission by December 15, 2021

**SUMMARY:**

The 2022 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how regional discretionary transportation dollars should be programmed. The deadline to submit programming requests for the 2022 STIP is December 15, 2021. The California Transportation Commission (CTC) will adopt the 2022 STIP in March 2022. For purposes of this 2022 RTIP, the 2022 STIP Guidelines and Revised Fund Estimate are the basis of current funding assumptions. The RTIP is updated every two years and submitted to the CTC. This RTIP covers the period from July 1, 2022, through June 30, 2027 (State Fiscal Years 2022/23 – 2026/27).

Caltrans released the Draft 2022 Interregional Transportation Improvement Program (ITIP) on October 15, 2021. The Madera South Widening project is included in the draft for construction funding in FY 2025-26. The ITIP funding request for the project is \$33.5 million. An additional \$50 million in State Highway Operation and Protection Program (SHOPP) funds are also being requested for the construction phase.

The Draft MCTC 2022 RTIP may be found on the [RTIP Web Page](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 7-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Executive Minutes – October 20, 2021

**Enclosure:** Yes

**Action:** Approve October 20, 2021, meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the October 20, 2021, Policy Board Meeting.

**FISCAL IMPACT:**

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



# MADERA COUNTY TRANSPORTATION COMMISSION

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## EXECUTIVE MINUTES

**Date:** October 20, 2021  
**Time:** 3:00 pm  
**Place:** MCTC Conference Room

### 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  
Waseem Ahmed, 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. Release Formal Draft 2022 Transit and Intercity Rail Capital Program (TIRCP) Guidelines

**Action:** Information and Discussion Only

- B. 2021 Annual Listing of Projects with Federal Funding

**Action:** Information and Discussion Only

- C. City of Madera Transit Plan Community Forum

**Action:** Information and Discussion Only

- D. Freeway Service Patrol Service

**Action:** Information and Discussion Only

- E. San Joaquin Valley Regional Planning Agencies Policy Council Letter on CalSTA Climate Action Plan for Transportation Infrastructure (CAPTI)

**Action:** Information and Discussion Only

- F. Highway Infrastructure Program (HIP) Funds Swap Agreement

**Action:** Approve HIP Funds Swap Agreement with Local Agencies

- G. Project Prioritization Study – Final Report

**Action:** Approve Final Report

- H. Virtual Public Workshop – Your Madera 2046 Regional Transportation Plan and Sustainable Communities Strategy, October 25, 2021

**Action:** Information and Discussion Only

**Transportation Consent Calendar Action on Items A-H.**

Upon motion by Commissioner Ahmed, seconded by Commissioner Wheeler to approve Transportation Consent Calendar Items A-H. 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 Frazier- Yes  
 Commissioner Gallegos – Yes  
 Commissioner Wheeler - Yes  
 Vote passed 6-0

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- A. Draft 2022 California Interregional Transportation Improvement Program (ITIP)

**Action:** Information and Discussion Only

- B. State Legislative Update

**Action:** Information and Discussion Only

- C. Clean California Local Grant Program

**Action:** Information and Discussion Only

**Item C was removed from the agenda for discussion at the next scheduled meeting.**

- D. Letter of Support for FY 2022-23 Caltrans Strategic Partnership Grant Application for Madera County Passenger Rail Station Area Planning

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Wheeler to approve and authorize Chair to sign Letter of Support. 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 Frazier – Yes  
Commissioner Gallegos – Yes  
Vote passed 6-0

- E. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 1

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Gallegos to approve Resolution 21-15 No. 1. In addition, Commissioners directed staff to contact the clerk of the Madera County Board of Supervisors to inquire about the use of the Board Chambers for the November MCTC Policy Board meeting – utilizing a hybrid format.

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

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

Upon motion by Commissioner Frazier, 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 Ahmed – Yes  
Commissioner Frazier – Yes  
Commissioner Gallegos – Yes  
Vote passed 6-0

**7. ADMINISTRATIVE CONSENT ITEMS**

- A. Approval of Executive Minutes of the September 22, 2021 Regular Meeting.  
**Action:** Approve Minutes of the September 22, 2021 Regular Meeting
- B. Approval of Executive Minutes of the September 30, 2021 Special Meeting  
**Action:** Approve Minutes of the September 30, 2021 Special Meeting
- C. MCTC Employee Manual – October 2021 Update  
**Action:** Approve MCTC Employee Manual Update

**Approval Administrative Consent Calendar Action A-C**

Upon motion by Commissioner Wheeler, seconded by Commissioner Fraizer to approve the Administrative Consent Calendar Items A-C. 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 – Yes  
Commissioner Gallegos – Yes  
Vote passed 6-0

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

- A. Award Contract – Housing Related Planning Services  
**Action:** Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos to award contract to Rincon Consultants, Inc. in an amount not to exceed \$242,709. 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 – Yes  
Commissioner Gallegos – Yes  
Vote passed 6-0

## MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

### 9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

- A. Self-Help Counties Coalition – 2021 Focus on the Future Conference

**Action:** Information and Discussion Only

- B. Measure T 2021 Draft Strategic Plan

**Action:** Authorize release of Draft 2021 Strategic Plan for comment and review.

#### Approval Consent Calendar Action A-B

Upon motion by Commissioner Wheeler, seconded by Commissioner Fraizer to approve the Consent Calendar Items A-B. 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 Waseem Ahmed – Yes  
Commissioner Brett Frazier – Yes  
Commissioner Cecelia Gallegos – Yes  
Vote passed 6-0

### 10. AUTHORITY – ACTION/DISCUSSION ITEMS

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

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Poythress to approve Resolution 21-1 No. 1 In addition, Commissioners directed staff to contact the clerk of the Madera County Board of Supervisors to inquire about the use of the Board Chambers for the November MCTA Policy Board meeting – utilizing a hybrid format.

Roll call for votes: Commissioner Robert Poythress – Yes  
Commissioner Jose Rodriguez – Yes  
Commissioner Tom Wheeler -Yes  
Commissioner Waseem Ahmed – Yes  
Commissioner Brett Frazier – Yes  
Commissioner Cecelia Gallegos – Yes  
Vote passed 6-0

B. Measure T Local Agency Updates

**Action:** Information and Discussion Only

C. Transaction Tax Management Services Consultant

**Action:** Upon motion by Commissioner Gallegos, seconded by Commissioner Frazier to direct staff to enter an agreement with HdL Companies to provide transaction tax management services. 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 Waseem Ahmed – Yes  
Commissioner Brett Frazier – Yes  
Commissioner Cecelia Gallegos – Yes  
Vote passed 6-0

## 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 thanked her staff and Supervisor Poythress for their assistance in gathering requested information and making their time available to provide specifics related to the SR 99 Madera South widening project. The project was successfully included in the Draft 2022 ITIP, as mentioned in Item 5. A., and work continues.

C. Items from Commissioners

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

**12. CLOSED SESSION**

**13. ADJOURNMENT**

Meeting adjourned at 4:55 p.m.

Next meeting scheduled for Wednesday, November 17, 2021

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission





**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 9-A

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

Measure T Renewal Community Survey

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Madera County Transportation Authority has released a [Measure T Renewal Community Survey](#). The purpose of the survey is to gather ideas and identify priorities to strengthen and improve local transportation in the entire Madera County region. In addition to state and federal funding, transportation improvements in Madera County are also supported by a ½ cent sales tax measure last approved by 73% of Madera County voters in 2006 and originally approved by local voters in 1990.

Measure T provides approximately \$10.4 million per year in locally controlled funding for local transportation projects including highway and interchange upgrades, road repair and improvements, public transit, bike and pedestrian safety and other programs to relieve traffic and provide safe and affordable transportation options for all residents.

Measure T was approved with a 20 year expiration date and will expire soon unless renewed by voters. The Madera County Transportation Authority, which administers Measure T, is considering options for renewing this funding and deciding how future funding might be prioritized to address the changing needs of Madera County.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of November 17, 2021

**AGENDA ITEM:** 9-B

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 2

**Enclosure:** Yes

**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 2

**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. 2, 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 DECEMBER 1-31, 2021,  
PURSUANT TO BROWN ACT PROVISIONS**

Resolution No.: **21-1**  
**Amendment No. 2**

**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 17<sup>th</sup> day of November 2021 by the following vote:

Commissioner Jose Rodriguez	_____
Commissioner Tom Wheeler	_____
Commissioner Waseem Ahmed	_____
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 November 17, 2021

**AGENDA ITEM:** 10-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

---

**SUBJECT:**

Public Hearing: Measure T 2021 Draft Strategic Plan Update

**Enclosure:** Yes

**Action:** Conduct Public Hearing and Receive Testimony

**SUMMARY:**

**NOTICE OF PUBLIC HEARING ON THE MEASURE T 2021 DRAFT STRATEGIC PLAN UPDATE**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Authority (MCTA) will hold a public hearing on November 17, 2021, at 3:00 pm regarding the Measure T 2021 Draft Strategic Plan. The purpose of this public hearing is to receive public comments on this document. The meeting of November 17, 2021, will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 1, as adopted by the Madera County Transportation Commission Policy Board on October 20, 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 4<sup>th</sup> Street, 1<sup>st</sup> Floor, Madera, California 93637 and via teleconference using the GoToWebinar platform. Public is highly encouraged to attend using the virtual platform via a computer, tablet, or smartphone as there will be very limited seating at the Board Chambers.

The Measure “T” 2021 Draft Strategic Plan Update, prepared by MCTA staff, 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.

**REASONABLE ACCOMODATIONS:** Persons who require accommodation for any audio, visual, other disability or Spanish or other interpretation to review an agenda, or to participate in a meeting of the Madera County Transportation Authority per the American with Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, or email [sandy@maderactc.org](mailto:sandy@maderactc.org). or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

The public review and comment period commenced on October 20, 2021 and will conclude on December 3, 2021. The draft document is available for review at the Madera County Transportation Commission office, located at 2001 Howard Road, Suite 201, Madera, California 93637 and on the [MCTC website](#). Public notice of public involvement activities and time established for public review and comments on this Draft 2021 Strategic Plan Update will satisfy the Final 2006 ½ Cent Transportation Sales Tax Measure Investment Plan.

Public comments are welcomed at the hearing or may be submitted in writing by December 3, 2021, to [MeasureT@maderactc.org](mailto:MeasureT@maderactc.org).

After considering the comments, the document will be considered for adoption by the MCTA at a regularly scheduled meeting to be held on January 19, 2022.

Contact Person: Troy McNeil, Deputy Director/Fiscal Supervisor  
Madera County Transportation Commission  
2001 Howard Road, Suite 201  
Madera, CA 93637  
(559) 675-0721  
[troy@maderactc.org](mailto:troy@maderactc.org)

**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](http://www.maderactc.org)

**DRAFT**

October 20, 2021



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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.***

This 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**

NEW MEASURE "T" SALES TAX REVENUE	% OF TOTAL	20 YEAR FUNDING TOTAL <sup>*1</sup>	FUNDS ALLOCATED TO MADERA COUNTY <sup>*2</sup>	FUNDS ALLOCATED TO CITY OF CHOWCHILLA <sup>*2</sup>	FUNDS ALLOCATED TO CITY OF MADERA <sup>*2</sup>	AVERAGE ANNUAL FUNDING TOTAL <sup>*3</sup>
<i>Allocations rounded to nearest \$100,000</i>	100.00%	\$212,900,000	57.77%	6.17%	36.06%	\$10,645,000
<b>FUNDING PROGRAMS (Reference Program Definitions and Details)</b>						
<b>1. Commute Corridors/Farm to Market Program (Regional Transportation Program)<sup>*4 *5 *6</sup></b>	<b>51.00%</b>	<b>\$108,579,000</b>	<b>\$62,726,088</b>	<b>\$6,699,324</b>	<b>\$39,153,587</b>	<b>\$5,428,950</b>
Regional Streets and Highways Program <sup>*7</sup>	26.00%	\$55,354,000	Projects are prioritized on a "regional" basis			\$2,767,700
Regional Rehabilitation/Reconstruction/Maintenance Program <sup>*8</sup>	25.00%	\$53,225,000	\$30,748,083	\$3,283,983	\$19,192,935	\$2,661,250
<b>2. Safe Routes to School &amp; Jobs Program (Local Transportation Program)<sup>*6</sup></b>	<b>44.00%</b>	<b>\$93,676,000</b>	<b>\$54,116,625</b>	<b>\$5,779,809</b>	<b>\$33,779,566</b>	<b>\$4,683,800</b>
<i>Local Allocation</i>						
Street Maintenance <sup>*9</sup>	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 <sup>*10</sup>	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
<b>3. Transit Enhancement Program</b>	<b>2.00%</b>	<b>\$4,258,000</b>	<b>\$2,459,847</b>	<b>\$262,719</b>	<b>\$1,535,435</b>	<b>\$212,900</b>
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
<b>Subtotal (Transit Agencies)</b>	<b>1.83%</b>	<b>\$3,903,167</b>	<b>\$2,254,859</b>	<b>\$240,825</b>	<b>\$1,407,482</b>	<b>\$195,158</b>
ADA / Seniors / Paratransit	0.17%	\$354,833	\$204,987	\$21,893	\$127,953	\$17,742
<b>4. Environmental Enhancement Program<sup>*11</sup></b>	<b>2.00%</b>	<b>\$4,258,000</b>	<b>\$2,459,847</b>	<b>\$262,719</b>	<b>\$1,535,435</b>	<b>\$212,900</b>
<i>Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities &amp; Car/Van Pools Programs</i>						
<b>5. Administration/Planning Program</b>	<b>1.00%</b>	<b>\$2,129,000</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>\$106,450</b>
MCTA	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
<b>TOTAL:</b>	<b>100.00%</b>	<b>\$212,900,000</b>	<b>\$121,762,407</b>	<b>\$13,004,571</b>	<b>\$76,004,023</b>	<b>\$10,645,000</b>
<i>Total Funding available for street &amp; highway rehabilitation/reconstruction/maintenance:</i>	<i>59.75%</i>	<i>\$127,207,750</i>	<i>\$73,487,917</i>	<i>\$7,848,718</i>	<i>\$45,871,115</i>	<i>\$6,360,388</i>
<b>Local Agency Allocation</b>			<b>57.77%</b>	<b>6.17%</b>	<b>36.06%</b>	

\*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 PM<sub>10</sub> and PM<sub>2.5</sub> 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.

<b>TABLE 4-1</b>							
<b>20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX</b>							
<b>1. Regional Streets and Highways Program</b>							
<b>Candidate Capacity Increasing Projects and Recommended Priorities</b>							
Map #	Route	Limits	Description	Cost	Other Funds (at least 20%)	Measure (Reg) + STIP/TE (Cost Minus Other Funds)	
<b>PHASE I PROJECTS (2006-2016)</b>							
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
				<b>\$246,302,900</b>	<b>\$163,388,900</b>	<b>\$82,914,000</b>	
<b>PHASE II PROJECTS (2017-2027)</b>							
	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	
1I	Gateway (SR 145)	Yosemite to SR 99	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)
				<b>\$60,060,000</b>	<b>\$37,335,000</b>	<b>\$22,725,000</b>	
<b>FUTURE CANDIDATE PROJECTS</b>							
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	
1H	Gateway Ave	Cleveland to Yosemite	Reconstruct/Widen from 2 to 4 lanes	\$3,200,000			
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	
				<b>\$146,064,474</b>	<b>\$0</b>	<b>\$0</b>	
				<b>\$452,427,374</b>	<b>\$200,723,900</b>	<b>\$105,639,000</b>	

**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.





MEMORANDUM

**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](mailto: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%
<b>Averages</b>					
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		Real Growth (2)
	Sales Tax Revenues	Percent Growth	CPI West (1)	Percent Growth	
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%
<b>Averages</b>					
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 <sup>(3)</sup>	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%
<b>Averages</b>					
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 2.506% 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**

<b>Assumptions</b>			
Scenario	Medium	Assumed Annual Growth Rate ==>	2.50%
0			
<b>Results</b>			
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
<b>21</b>	<b>2027</b>	<b>\$ 11,195,846</b>	<b>\$ 204,602,829</b>

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
				<b>Percent of Total:</b>	<b>50.25%</b>	<b>7.99%</b>	<b>41.76%</b>
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
<b>21</b>	<b>2027</b>	<b>\$ 11,195,846</b>	<b>\$ 204,602,829</b>				

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 30<sup>th</sup> 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
				<b>Percent of Total:</b>	<b>50.25%</b>	<b>7.99%</b>	<b>41.76%</b>
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 30<sup>th</sup> 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 30<sup>th</sup> 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 30<sup>th</sup> 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 30<sup>th</sup> 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 30<sup>th</sup> 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
<b>21</b>	<b>2027</b>	<b>\$ 11,195,846</b>	<b>\$ 204,602,829</b>	<b>\$19,033</b>	<b>\$9,564</b>	<b>\$1,521</b>	<b>\$7,948</b>

▪ **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
				<b>Percent of Total:</b>	<b>49.86%</b>	<b>7.99%</b>	<b>41.76%</b>
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 30<sup>th</sup> 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 30<sup>th</sup> 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**

<b>MEASURE "T" REVENUE - ADMINISTRATION SUBPROGRAM</b>				
<b>Measure "T" Revenue Projection Model</b>				<b>Administration Subprogram (1.0% of Measure "T" Proceeds)</b>
<b>Program year</b>	<b>Fiscal year</b>	<b>Annual Proceeds</b>	<b>Cumulative Proceeds</b>	<b>Total Proceeds</b>
				<b>Percent of Total:</b>
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
<b>21</b>	<b>2027</b>	<b>\$ 11,195,846</b>	<b>\$ 204,602,829</b>	<b>\$111,958</b>

▪ **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 30<sup>th</sup> 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**

<b>MEASURE "T" REVENUE - REGIONAL STREETS AND HIGHWAYS SUBPROGRAM</b>				
<b>Measure "T" Revenue Projection Model</b>				<b>Regional Streets and Highways Subprogram (26.0% of Measure "T Proceeds)</b>
<b>Program year</b>	<b>Fiscal year</b>	<b>Annual Proceeds</b>	<b>Cumulative Proceeds</b>	<b>Total Proceeds</b>
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
<b>21</b>	<b>2027</b>	<b>\$ 11,195,846</b>	<b>\$ 204,602,829</b>	<b>\$2,910,920</b>

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**

<b>20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX</b>							
<b>1. Regional Streets and Highways Program</b>							
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 <sup>1</sup>	Other Funds (at least 20%) <sup>2</sup>	Measure + STIP/TE (Cost Minus Other Funds) <sup>3</sup>	Balance of Measure & STIP/TE <sup>4</sup>
<b>\$164,354,000</b>							
<b>TIER 1 PROJECTS<sup>5</sup></b>							
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 <sup>7</sup>	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 <sup>8,9</sup>	At SR 99	Reconstruct/widen interchange	\$39,292,000	\$19,646,000	\$19,646,000	\$111,460,000
1E	SR 41 <sup>9</sup>	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 <sup>9,10</sup>	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 <sup>9</sup>	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 <sup>11</sup>	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
				<b>\$283,114,139</b>	<b>\$121,332,474</b>	<b>\$161,781,665</b>	
<b>TIER 2 PROJECTS (if funding available)<sup>6</sup></b>							
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 <sup>12</sup>	Over SR 99	Overpass	\$10,800,000	\$10,800,000	\$0	\$0
2S	Avenue 26 <sup>12</sup>	SR 99 to Coronado	Widen to 4 lanes	\$5,400,000	\$5,400,000	\$0	\$0
				<b>\$76,512,593</b>	<b>\$66,032,593</b>	<b>\$10,480,000</b>	
				<b>\$359,626,732</b>	<b>\$187,365,067</b>	<b>\$172,261,665</b>	



- 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.



## **MEASURE T STRATEGIC PLAN DEFINITIONS**

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### ***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.



**MEASURE T**  
**REGIONAL STREETS AND HIGHWAYS PROJECTS**  
**AND FUNDING STRATEGY**

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Measure T Regional Program - Phase I (FY 2006 - 2018)														Environmental Approval								
Prior	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	RW	Const	E & P	PS & E	RW Sup	Con Sup			
<b>SR 99/Ave 12 Interchange (CTC Version 2)</b>																						
Measure T Regional				\$ 5,177,000	\$ 2,480,000								\$ 7,657,000	\$ 4,677,000	\$ 2,480,000				\$ 500,000	Sep-09		
Measure T Flexible				\$ 3,920,000	\$ 3,920,000								\$ 3,920,000		\$ 3,920,000							
Route 99 Bond				\$ 50,402,000					\$ 9,000,000				\$ 59,402,000	\$ 9,000,000	\$ 42,402,000				#####			
STIP	\$ 1,300,000		\$ 21,523,000								\$ 5,295,000		\$ 28,118,000	\$ 19,618,000		\$ 2,000,000	\$ 4,000,000	\$ 2,500,000				
County Flex				\$ 1,960,000									\$ 1,960,000									
City of Madera Flex				\$ 1,960,000									\$ 1,960,000									
<b>Ellis Ave. Overcrossing (Phase I) AWARD</b>																						
Measure T Regional				\$ 1,200,000									\$ 1,200,000		\$ 1,200,000					Jul-08		
Measure T Flexible				\$ 300,000									\$ 300,000		\$ 300,000							
STIP				\$ -									\$ -		\$ -							
Measure A/ Local	\$ 400,000	\$ 1,600,000		\$ 1,100,000									\$ 3,100,000	\$ 1,600,000	\$ 1,100,000		\$ 400,000					
County Flex				\$ 150,000									\$ 150,000									
City of Madera Flex				\$ 150,000									\$ 150,000									
<b>Ellis Ave. Overcrossing (Phase II) AWARD</b>																						
Measure T Regional				\$ 7,470,000									\$ 7,470,000		\$ 7,470,000					Jul-08		
Measure T Flexible				\$ 1,500,000									\$ 1,500,000		\$ 1,500,000							
STIP				\$ -									\$ -		\$ -							
Measure A/ Local	\$ 600,000	\$ 1,600,000		\$ 630,000									\$ 2,830,000	\$ 1,600,000	\$ 630,000		\$ 600,000					
County Flex				\$ 750,000									\$ 750,000									
City of Madera Flex				\$ 750,000									\$ 750,000									
<b>TOTAL</b>													\$ 16,400,000									
<b>4th Street Widening (Phase I)</b>																						
Measure T Regional				\$ 323,000	\$ 846,000								\$ 1,169,000	\$ 30,000	\$ 293,000				\$ 846,000	Sep-09		
Measure T Flexible		\$ 75,000	\$ 100,000	\$ 350,000	\$ 954,000								\$ 1,479,000		\$ 579,000	\$ 400,000	\$ 500,000					
STIP				\$ 5,148,000									\$ 5,148,000		\$ 5,148,000							
City of Madera Flex		\$ 75,000	\$ 100,000	\$ 350,000	\$ 954,000								\$ 5,148,000		\$ 5,148,000							
<b>4th Street Widening (Phase II)</b>																						
Measure T Regional			\$ 30,000	\$ 1,671,000									\$ 1,701,000	\$ 30,000	\$ 1,671,000					Sep-09		
Measure T Flexible		\$ 75,000	\$ 30,000	\$ 175,000	\$ 1,599,000								\$ 1,879,000		\$ 1,429,000	\$ 50,000	\$ 400,000					
STIP				\$ -									\$ -		\$ -							
City of Madera Flex		\$ 75,000	\$ 30,000	\$ 175,000	\$ 1,599,000								\$ 1,879,000		\$ 1,429,000	\$ 50,000	\$ 400,000					
<b>TOTAL</b>													\$ 11,376,000									
<b>SR 41 Passing Lanes</b>																						
Measure T Regional				\$ 2,203,000	\$ 2,206,000								\$ 4,409,000	\$ 2,203,000	\$ 2,206,000					Sep-11		
Measure T Flexible		\$ 1,136,250	\$ 1,515,000	\$ 378,750	\$ 1,344,000								\$ 4,374,000	\$ 944,000	\$ 2,033,000	\$ 997,000	\$ 400,000					
STIP				\$ 11,047,000									\$ 11,047,000		\$ 9,024,000				#####			
County Flex		\$ 1,136,250	\$ 1,515,000	\$ 378,750	\$ 1,344,000								\$ 11,047,000		\$ 9,024,000							
<b>SR 99 Widening 12 to 17</b>																						
Measure T Regional				\$ 2,250,000						\$ 1,350,000	\$ 1,250,000		\$ -							Jul-15		
Measure T Flexible				\$ -						\$ 1,350,000	\$ 1,250,000		\$ 4,850,000	\$ 50,000	\$ 2,250,000	\$ 2,150,000	\$ 400,000					
STIP				\$ -						\$ 1,545,000			\$ 1,545,000									
SHOPP				\$ -						\$ -			\$ 65,925,900		\$ 56,925,900	\$ 1,545,000			#####			
Route 99 Bond				\$ -						\$ -			\$ 13,829,000		\$ 13,829,000							
City of Madera Flex				\$ 2,250,000						\$ 1,350,000	\$ 1,250,000		\$ 86,149,900		\$ 86,149,900							
Regional		\$ -	\$ 30,000	\$ 6,377,000	\$ 14,147,000	\$ 846,000	\$ -	\$ 2,206,000	\$ -	\$ -	\$ -	\$ -	\$ 23,606,000									
Flexible		\$ 1,286,250	\$ 1,645,000	\$ 1,203,750	\$ 9,317,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 1,250,000	\$ -	\$ 18,302,000									
STIP	\$ -	\$ 1,300,000	\$ -	\$ 21,523,000	\$ -	\$ 5,148,000	\$ -	\$ -	\$ 11,047,000	\$ -	\$ 1,545,000	\$ 5,295,000	\$ 45,858,000			\$ 64,425,900						
SHOPP				\$ -									\$ 65,925,900		\$ 65,925,900							
Other	\$ 1,000,000	\$ 3,200,000	\$ -	\$ -	\$ 1,100,000	\$ 51,032,000	\$ -	\$ -	\$ -	\$ 9,000,000	\$ -	\$ -	\$ 79,161,000	\$ 232,852,900	\$ 13,829,000	\$ 1,500,000						
<b>Measure T Total</b>		\$ 1,286,250	\$ 1,675,000	\$ 7,580,750	\$ 23,464,000	\$ 3,096,000	\$ -	\$ 2,206,000	\$ -	\$ 1,350,000	\$ 1,250,000	\$ -	\$ 41,908,000	\$ 190,944,900	\$ 190,944,900	Leverage amount						

Measure T 1/2 Cent Transportation Sales Tax Program – 2007 Strategic Plan

Madera County Transportation Authority

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
<b>Oakhurst Mid-Town Connector</b>																					
Measure T Regional			\$ 228,500			\$ 584,000	\$ 6,572,500							\$ 7,385,000	\$750,000	\$5,500,000			\$62,500	\$1,072,500	Nov-19
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	\$2,250,000
LPP Competitive							\$ 5,000,000							\$ 5,000,000		\$5,000,000					\$1,625,000
Other														\$ -							\$16,445,000
	\$ 300,000	\$ 610,000	\$ 457,000	\$ -	\$ -	\$ 2,508,000	\$ 16,445,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,320,000							
<b>SR 233 Interchange Operational Improvements</b>																					
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							
<b>Road 200 Phase III</b>																					
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	\$ 8,190,000						
<b>Avenue 7 Reconstruction</b>																					
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							
<b>Cleveland Ave Widening</b>																					
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							
<b>Gateway Ave Widening</b>																					
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							
<b>Measure T Regional</b>	\$ -	\$ -	\$ 228,500	\$ -	\$ -	\$ 584,000	\$ 6,572,500	\$ -	\$ 2,700,000	\$ 500,000	\$ 7,100,000	\$ 3,027,500	\$ 2,940,000	\$ 23,652,500							
<b>Measure T Flexible</b>	\$ 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							
<b>LPP Competitive</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000							
<b>Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,253,000	\$ 63,253,000						
<b>Total Measure T</b>	\$ 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							
*Totals are reflected in year of construction																					
<b>Flexible</b>																					
County						\$ 11,387,500															
Madera						\$ 4,960,000															
Chowchilla						\$ 4,900,000															
						\$ 21,247,500															





## APPENDIX C

### ***REGIONAL PROGRAM CLAIM FOR FUNDING***

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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**

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**Your Local Sales Tax Dollars at Work**




**MEASURE T**  
*Madera County Transportation Authority*

Street:  
Limits:

**A City of Chowchilla Project**  
***Safer, Quicker, Better Roads***

**Your Local Sales Tax Dollars at Work**



**MEASURE T**  
*Madera County Transportation Authority*

**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***

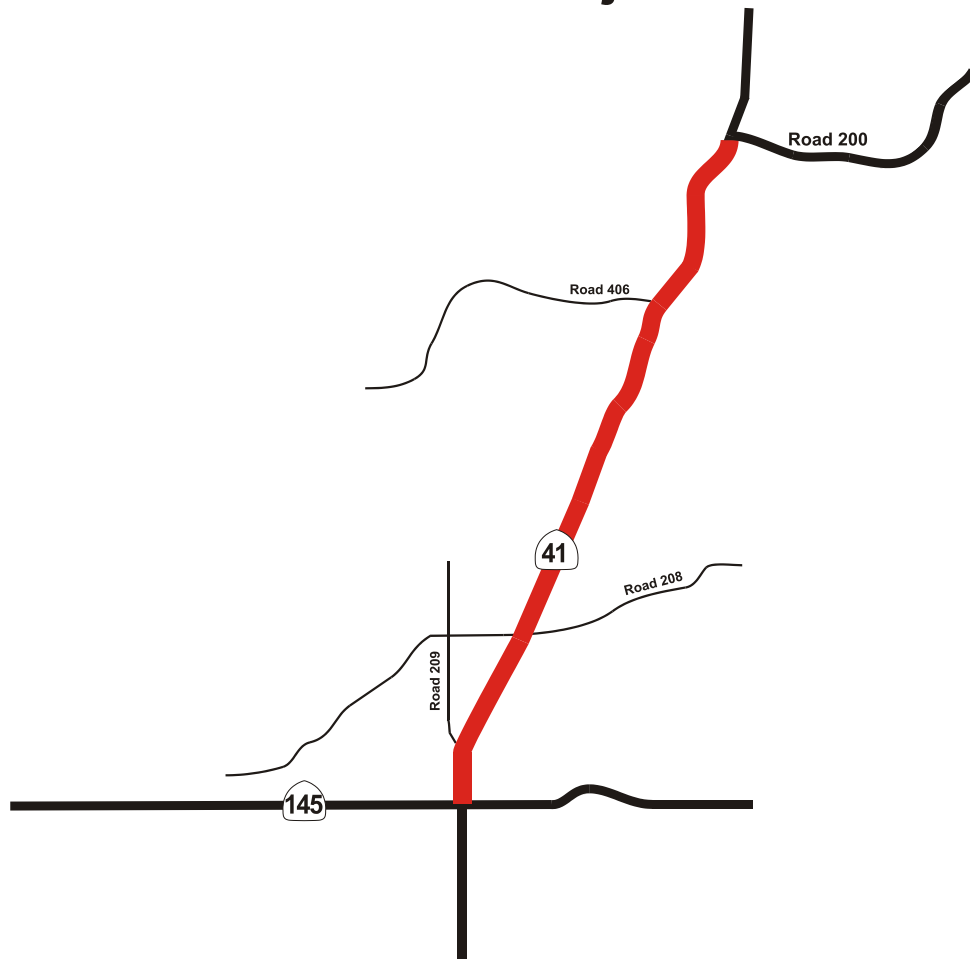


## APPENDIX E

### ***ELIGIBLE REGIONAL PROJECTS***

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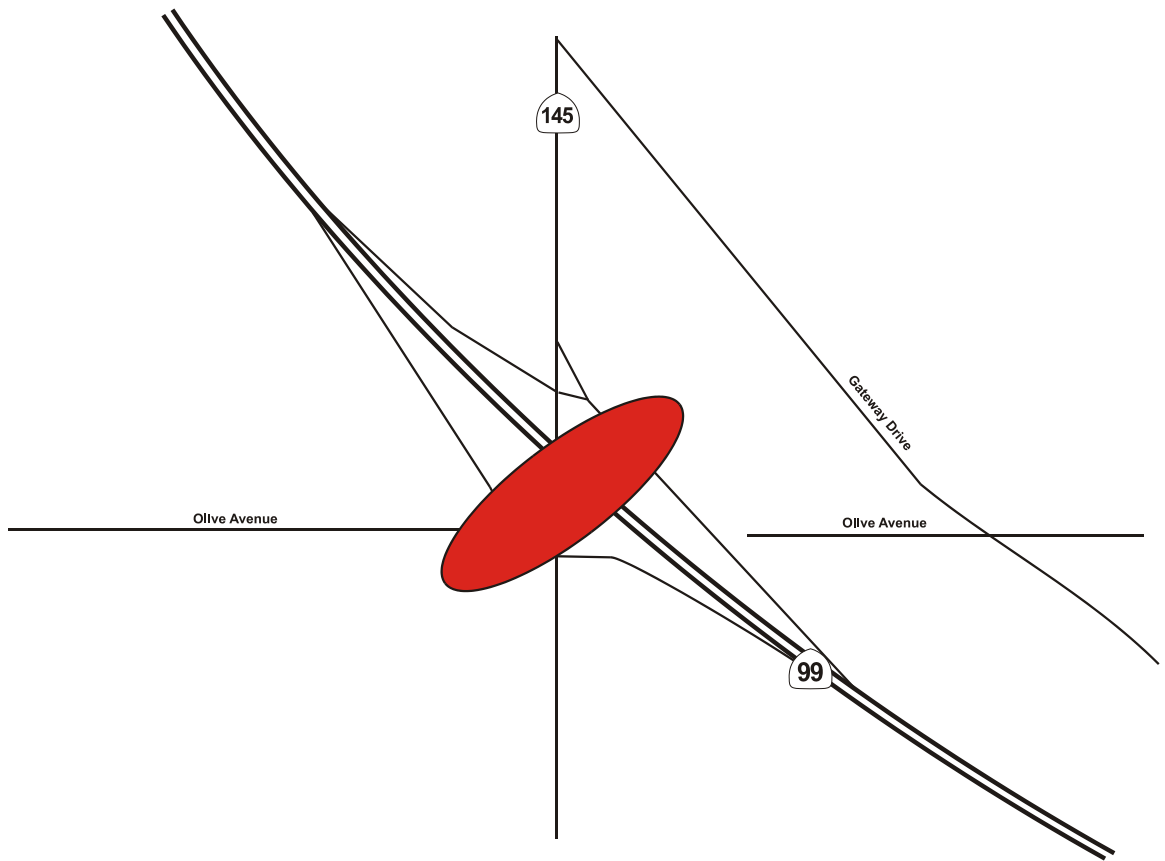
**FIGURE 1**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**PROJECT 1A**  
**SR 41**  
**BETWEEN SR 145 AND ROAD 200**

**■ Construct Passing Lanes**

**FIGURE 2**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**

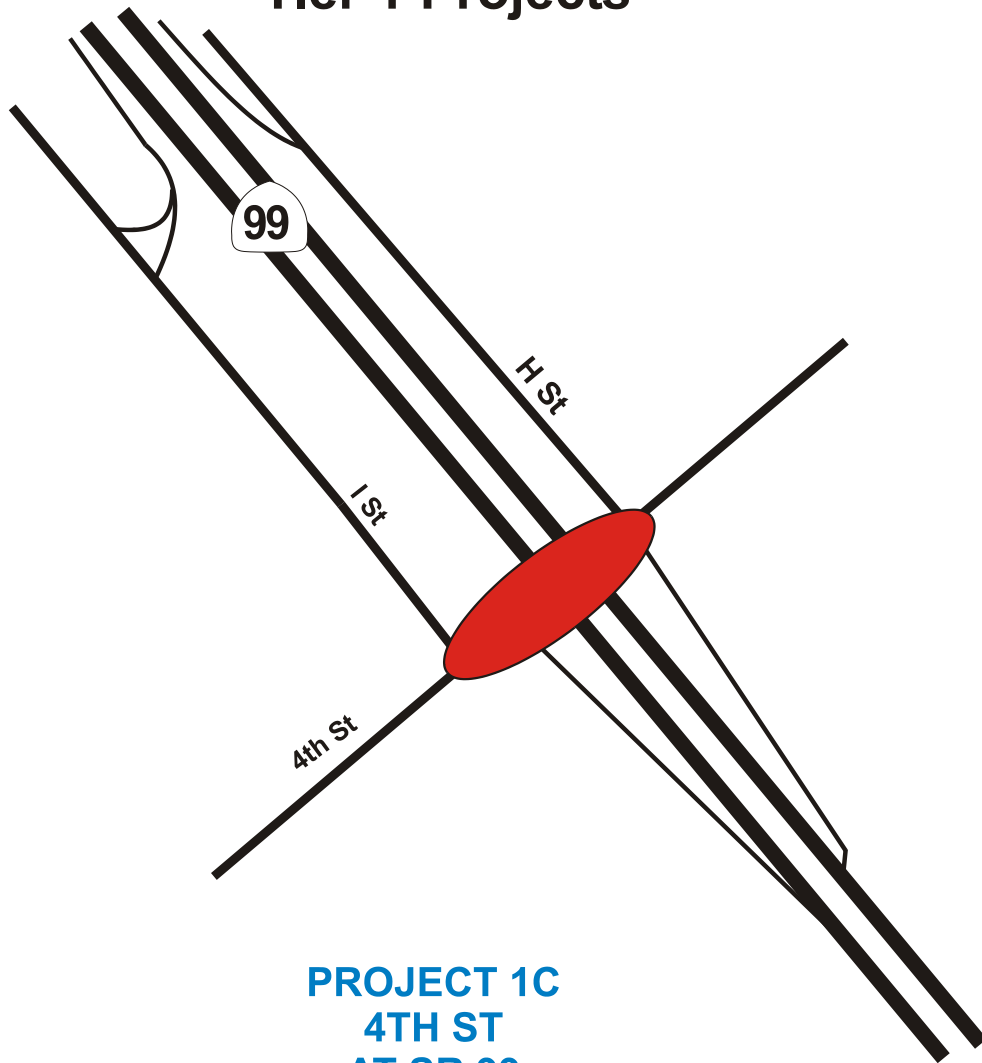


**PROJECT 1B**  
**SR 145**  
**AT SR 99**

 **Reconstruct/Widen Interchange**



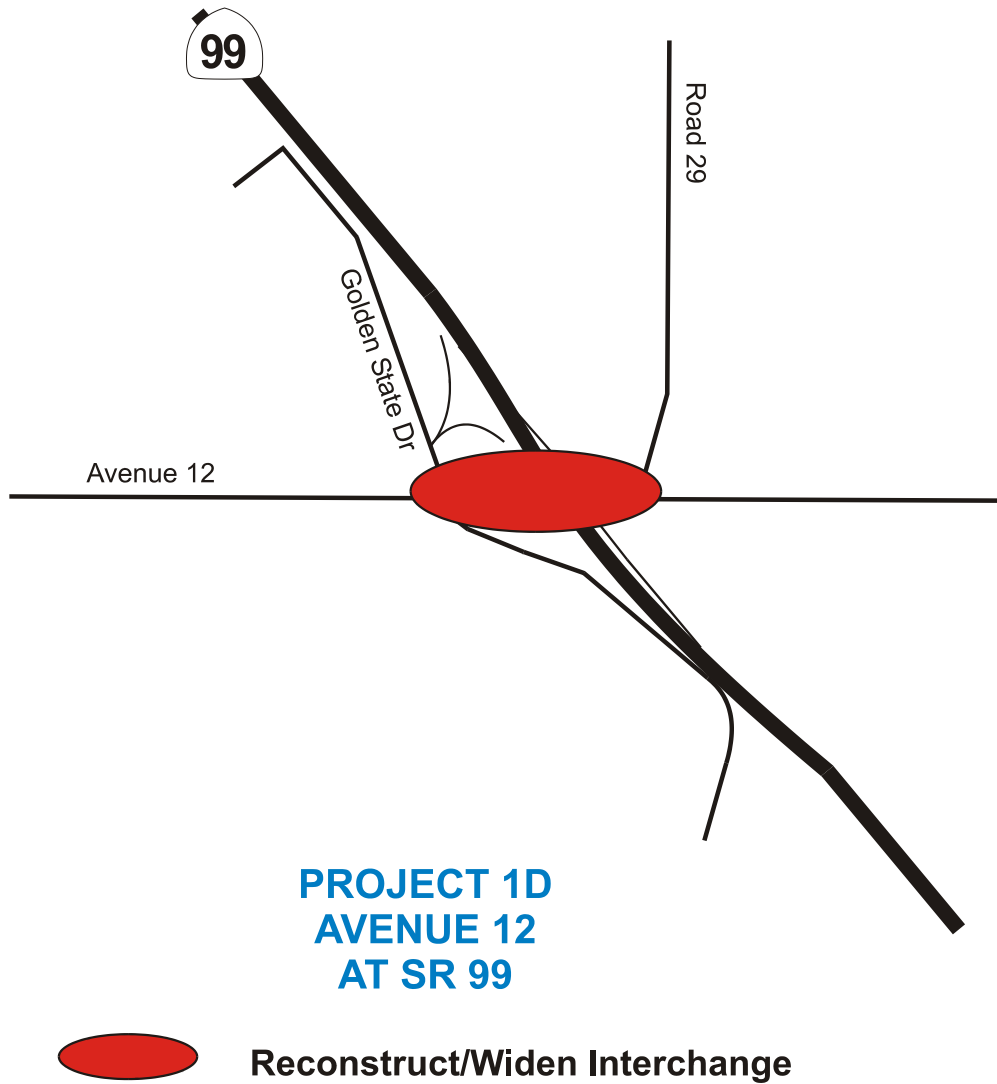
**FIGURE 3**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



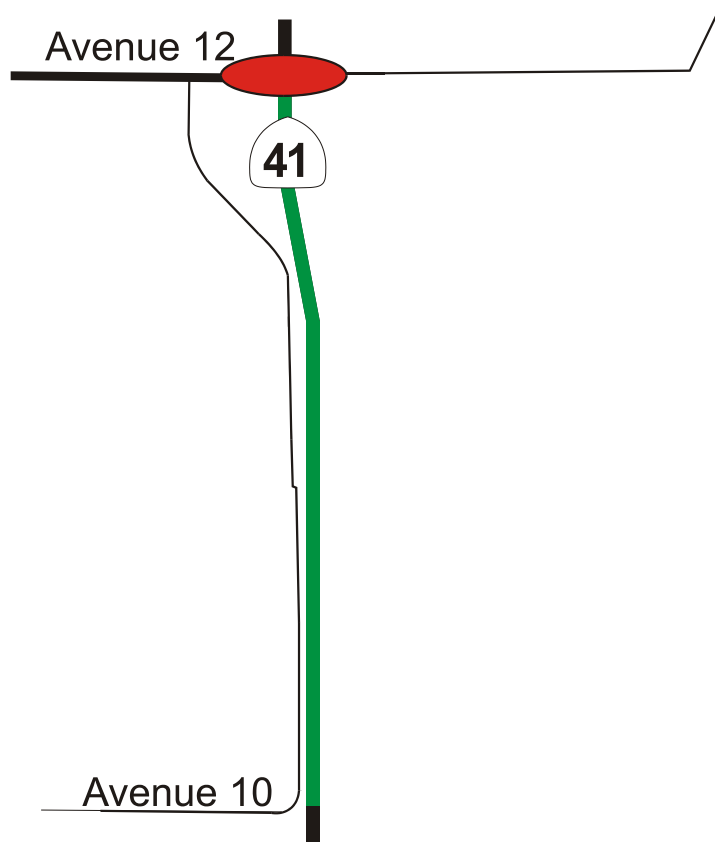
**PROJECT 1C**  
**4TH ST**  
**AT SR 99**

 **Reconstruct/Widen Interchange**

**FIGURE 4**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



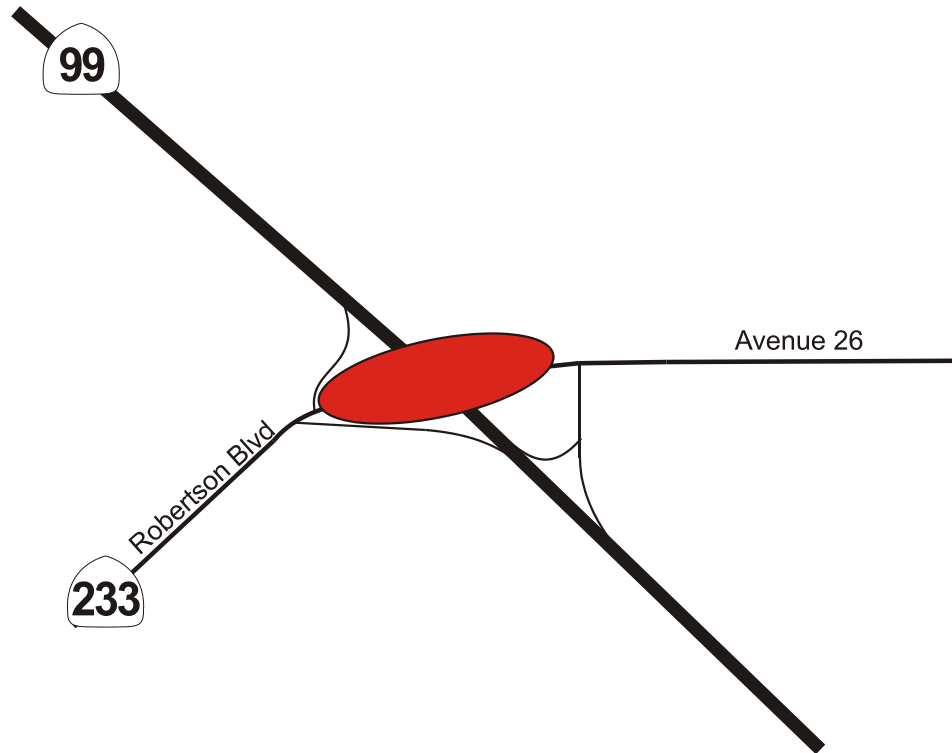
**FIGURE 5**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**PROJECT 1E**  
**SR 41**  
**AVENUE 10 TO AVENUE 12 WITH**  
**INTERCHANGE @ AVENUE 12**

-  Build Interchange
-  Extend Freeway

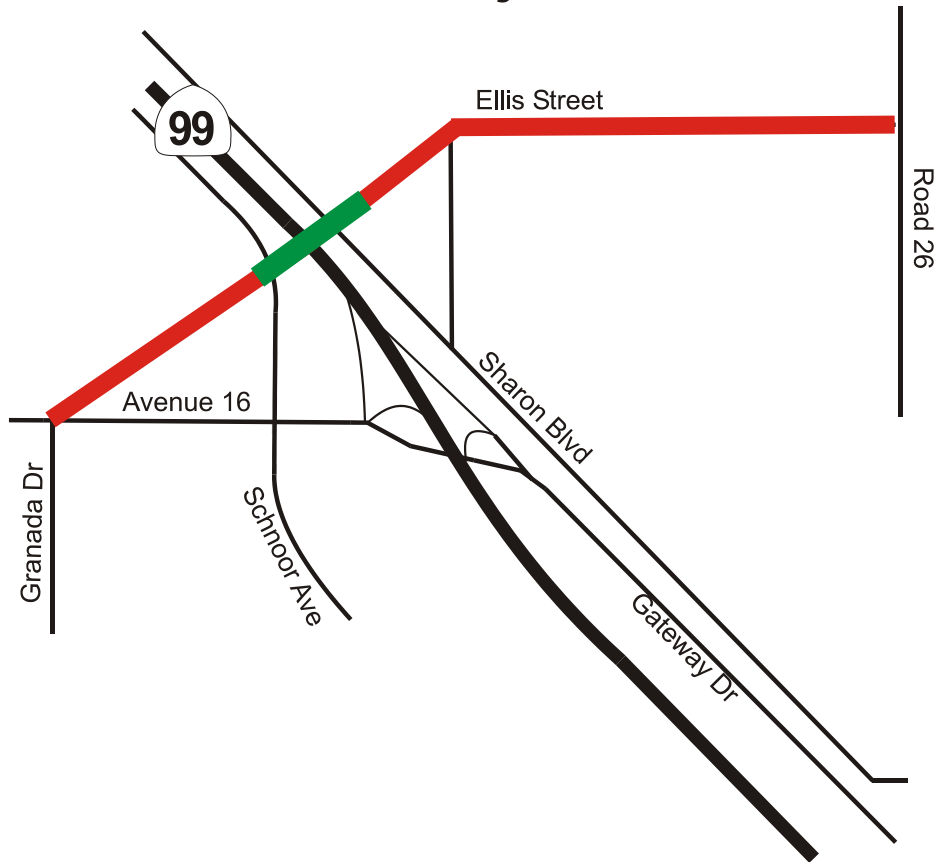
**FIGURE 6**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**PROJECT 1F**  
**SR 233**  
**AT SR 99**

 **Reconstruct/Widen Interchange**

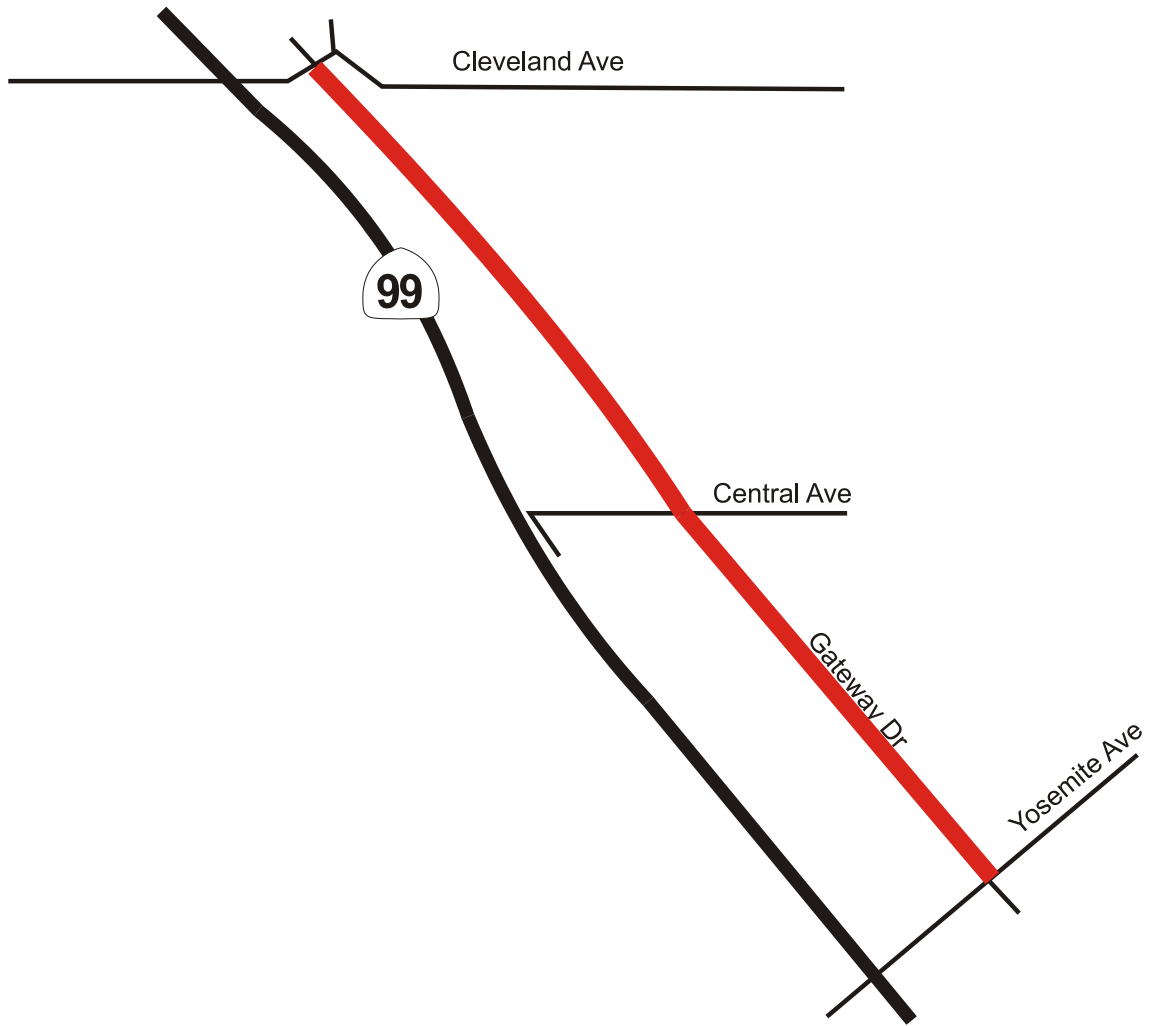
## FIGURE 7 Measure T Regional Streets & Highways Subprogram Tier 1 Projects



### PROJECT 1G ELLIS ST/AVENUE 16 BETWEEN GRANADA AND ROAD 26 WITH NEW SR 99 OVERCROSSING

- Reconstruct/Extend Street
- Construct Overcrossing

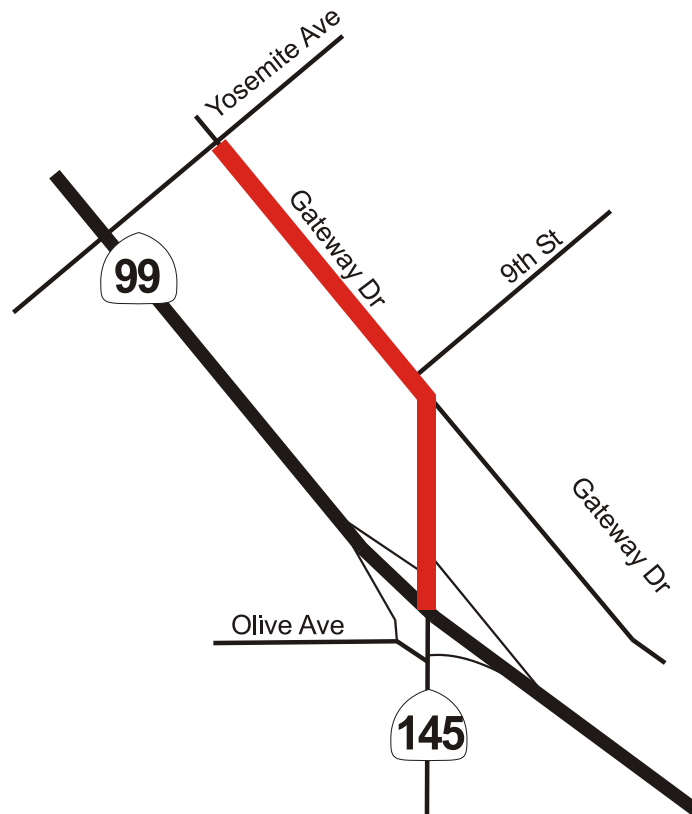
### FIGURE 8 Measure T Regional Streets & Highways Subprogram Tier 1 Projects



### PROJECT 1H GATEWAY AVENUE BETWEEN CLEVELAND AND YOSEMITE

**■ Reconstruct/Widen From 2 to 4 Lanes**

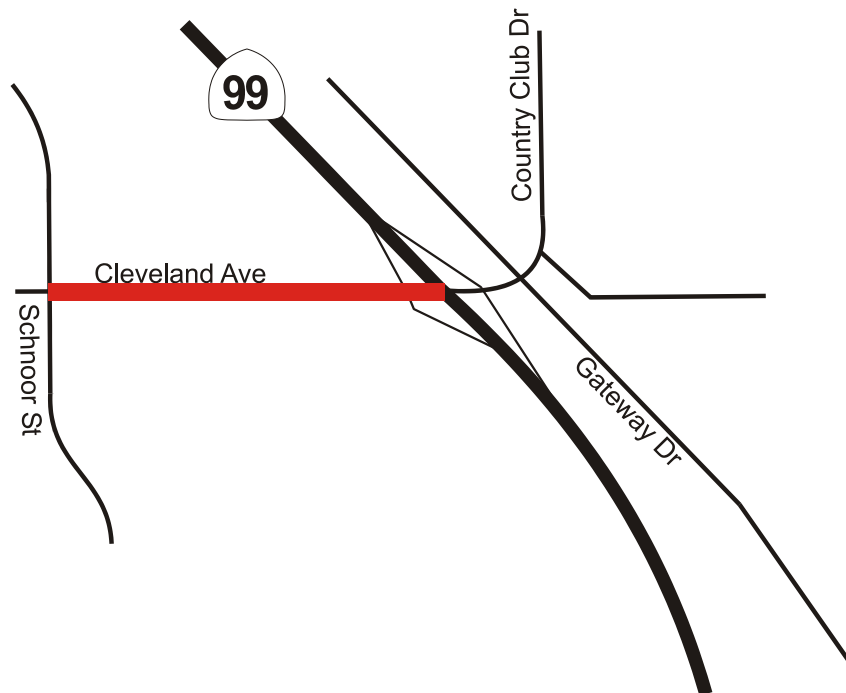
**FIGURE 9**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**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**

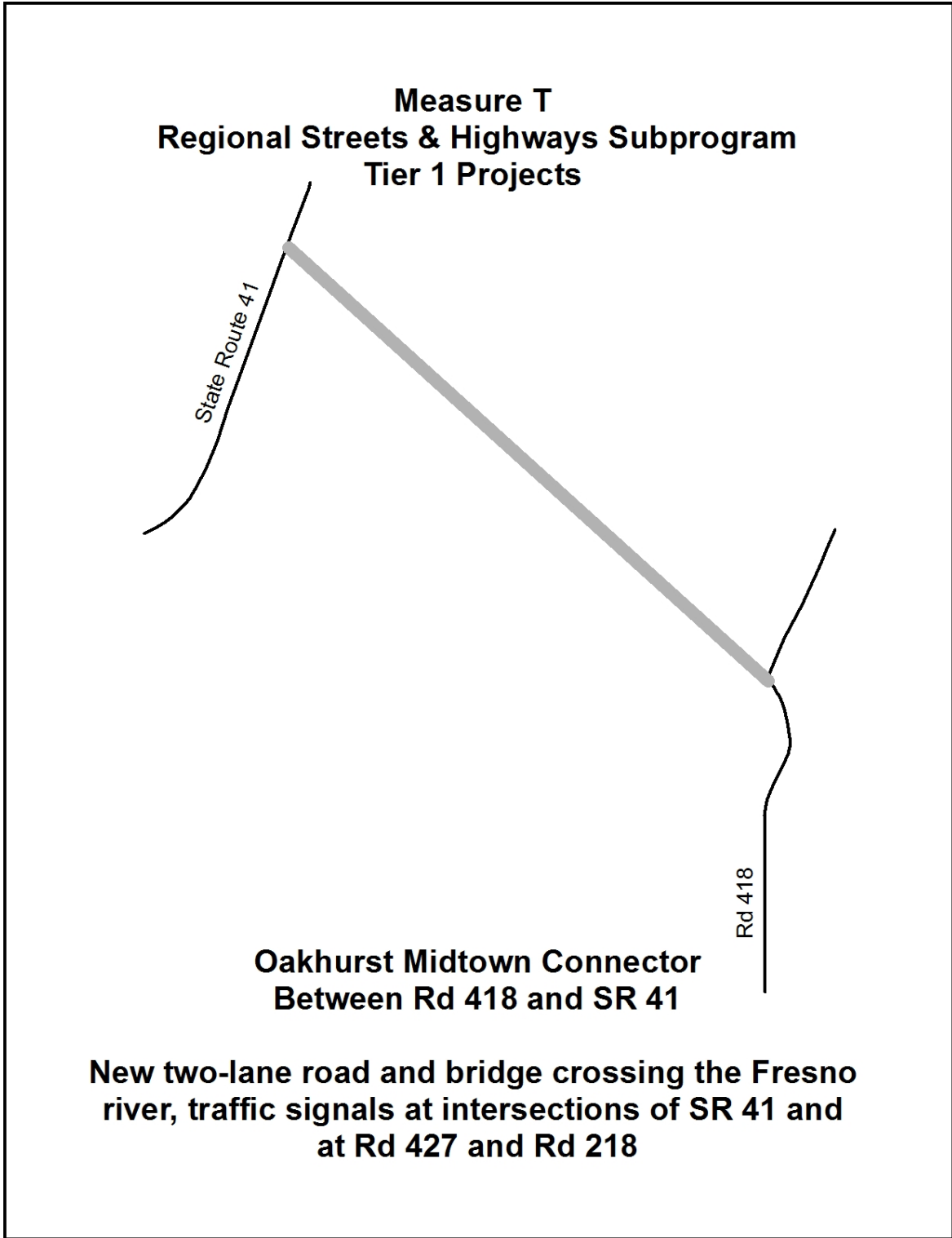


**PROJECT 1J**  
**CLEVELAND AVENUE**  
**BETWEEN SCHNOOR AND SR 99**

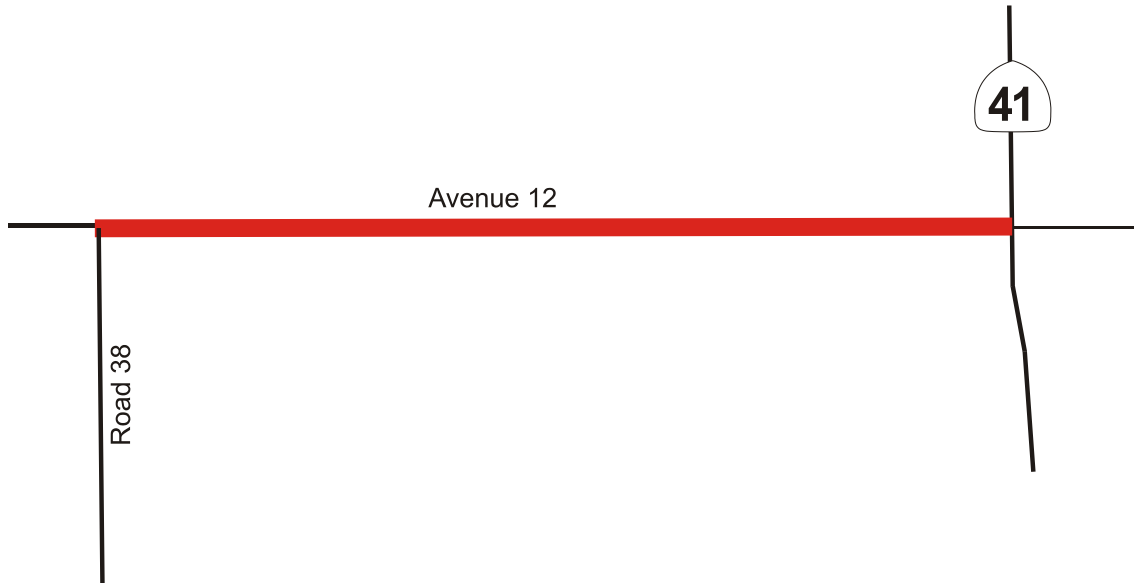
**■ Reconstruct/Widen From 4 to 6 Lanes**



Figure 11



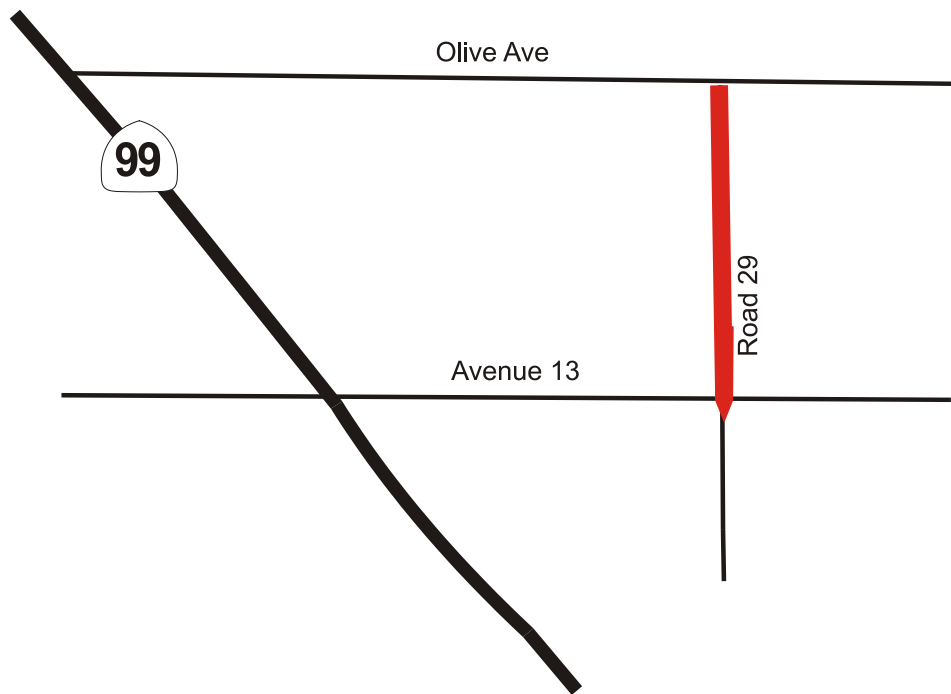
**FIGURE 12**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**PROJECT 1L**  
**AVENUE 12**  
**BETWEEN ROAD 38 TO SR 41**

**■ Widen From 2 to 4 Lanes**

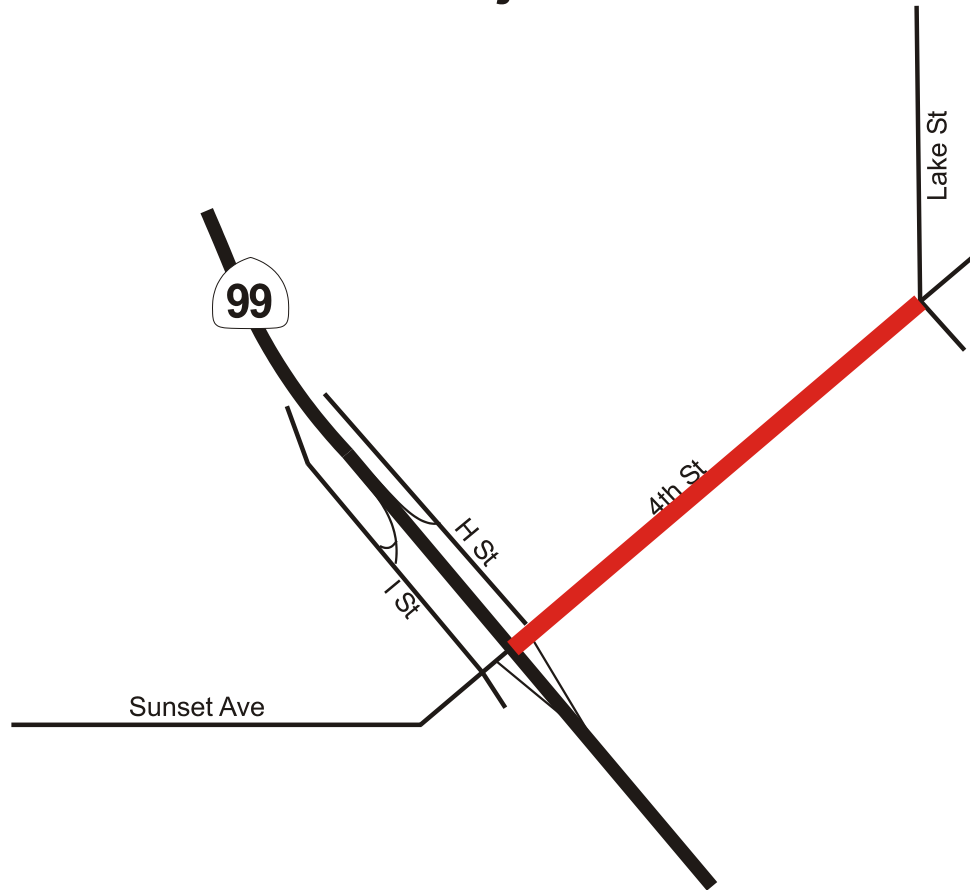
**FIGURE 13**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



**PROJECT 1M**  
**ROAD 29**  
**BETWEEN OLIVE AVENUE AND AVENUE 13**

**■ Widen From 2 to 4 Lanes**

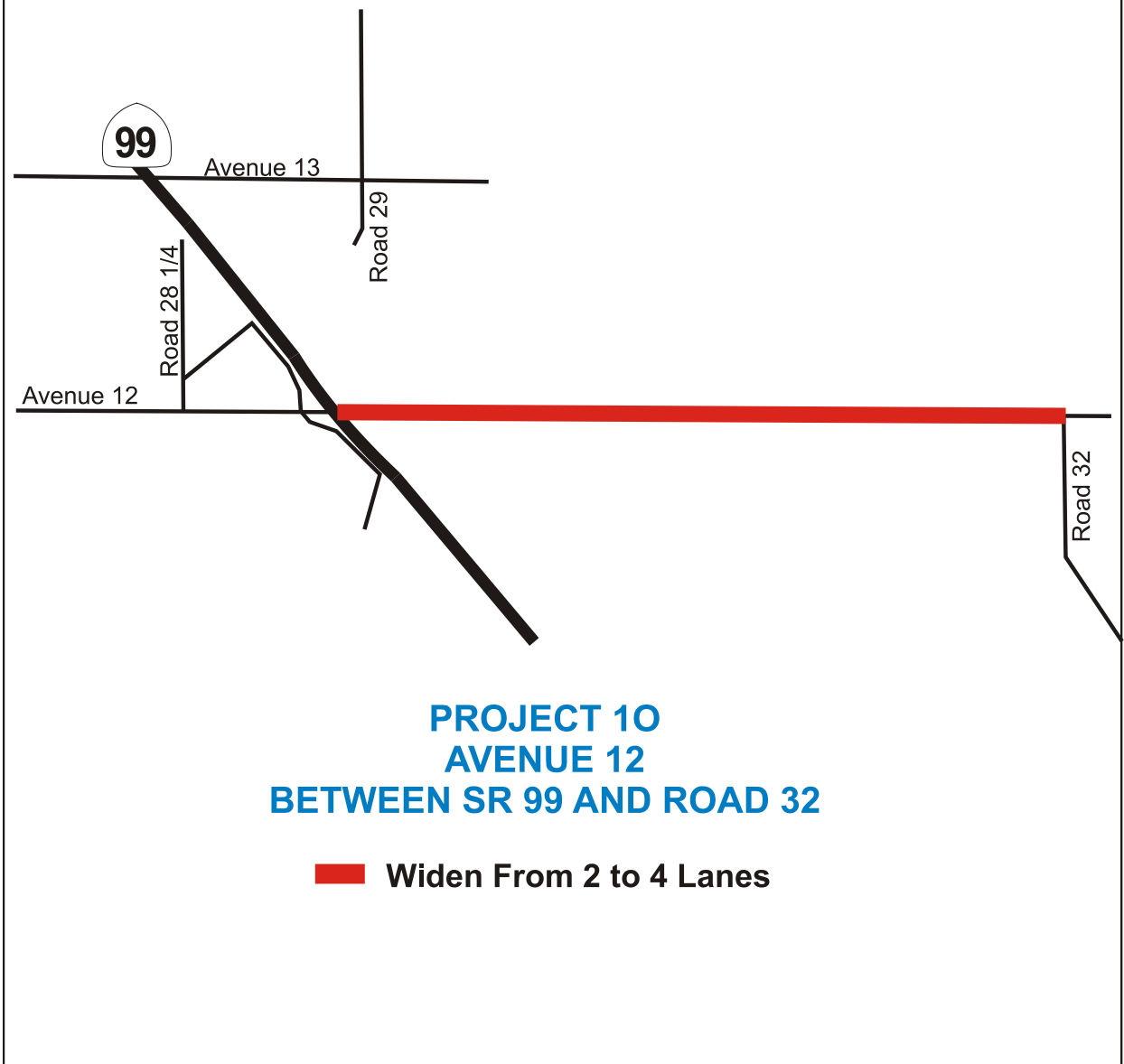
**FIGURE 14**  
**Measure T**  
**Regional Streets & Highways Subprogram**  
**Tier 1 Projects**



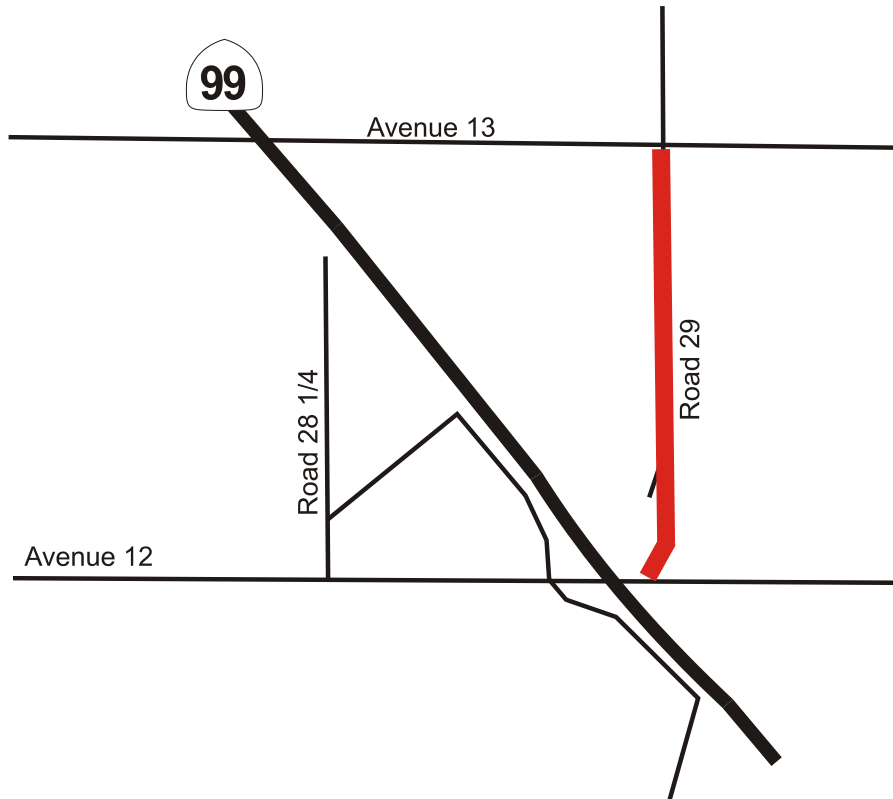
**PROJECT 1N**  
**4TH AVENUE**  
**BETWEEN SR 99 AND LAKE ST**

**■ 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**

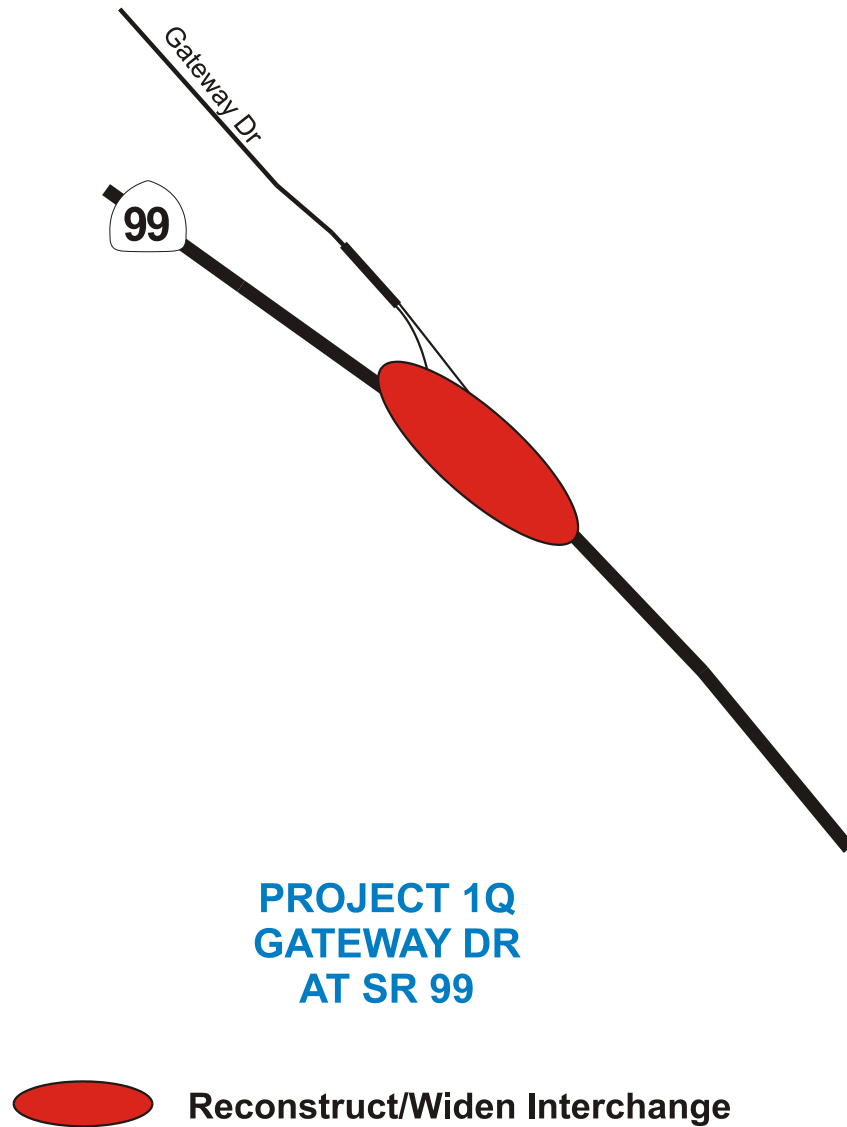


Figure 18

