



2017

Measure "T" Strategic Plan



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Table of Contents

Introduction.....	4
Guiding Principles and Implementing Policies	11
Financial Planning.....	23
Revenues and Expenditures.....	30
<u>Local Transportation Revenue Programs, Implementing Guidelines &</u>	
<u>Revenues and Expenditures.....</u>	34
<u>Regional Transportation Revenue Programs, Implementing Guidelines &</u>	
<u>Program of Projects</u>	66

Appendices

Appendix A – Strategic Plan Definitions	A-1
Appendix B – Measure T Regional Streets & Highways Projects and Funding Strategy	B-1
Appendix C – Measure T Regional Program Claim for Funding	C-1
Appendix D – Measure T Signage Specifications	D-1
Appendix E – Measure T Eligible Projects	E-1

List of Tables

Table 1 Multi-Modal Funding Program	6
Table 2 Historical Madera County Taxable Sales (Calendar Year)	26
Table 3 Historical Madera County Measure “A” ½ Cent Sales Tax Revenues (Fiscal Year)	27
Table 4 Historical Madera County Measure “T” ½ Cent Sales Tax Revenues (Fiscal Year)	28
Table 5 Measure T Revenue Projection Model	32
Table 6 Measure T Revenue – Regional Rehabilitation/Reconstruction/ Maintenance Subprogram (20 Years)	36
Table 7 Measure T Revenue – Regional Rehabilitation/Reconstruction/ Maintenance Subprogram (5 Years)	38
Table 8 Measure T Revenue – Street Maintenance Subprogram (20 Years)	39
Table 9 Measure T Revenue – Street Maintenance Subprogram (5 Years)	41
Table 10 Measure T Revenue – County Maintenance District/City Supplemental Maintenance Subprogram (20 Years)	43
Table 11 Measure T Revenue – County Maintenance District/City Supplemental Maintenance Subprogram (5 Years)	45

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

<u>Table 12 Measure T Revenue – Flexible Subprogram (20 Years)</u>	<u>46</u>
<u>Table 13 Measure T Revenue – Flexible Subprogram (5 Years)</u>	<u>48</u>
<u>Table 14 Measure T Revenue – ADA Compliance Subprogram (20 Years)</u>	<u>50</u>
<u>Table 15 Measure T Revenue – ADA Compliance Subprogram (5 Years)</u>	<u>52</u>
<u>Table 16 Measure T Revenue – Public Transit Agencies Subprogram (20 Years)</u>	<u>53</u>
<u>Table 17 Measure T Revenue – Public Transit Agencies Subprogram (5 Years)</u>	<u>55</u>
<u>Table 18 Measure T Revenue – Public ADA/Seniors/Paratransit Subprogram (20 Years)</u>	<u>57</u>
<u>Table 19 Measure T Revenue – Public ADA/Seniors/Paratransit Subprogram (5 Years)</u>	<u>59</u>
<u>Table 20 Measure T Revenue – Environmental Enhancement Subprogram (20 Years)</u>	<u>61</u>
<u>Table 21 Measure T Revenue – Environmental Enhancement Subprogram (5 Years)</u>	<u>63</u>
<u>Table 22 Measure T Revenue – Administration Subprogram (20 Years)</u>	<u>64</u>
<u>Table 23 Measure T Revenue – Administration Subprogram (5 Years)</u>	<u>66</u>
<u>Table 24 Measure T Revenue – Regional Streets and Highways Subprogram (20 Years)</u>	<u>69</u>
<u>Table 25 Measure T Revenue – Regional Streets and Highways Subprogram Candidate Capacity Increasing Projects and Recommended Programs</u>	<u>72</u>

Measure T – ½ Cent Transportation Sales Tax Program 2017 STRATEGIC PLAN

1. INTRODUCTION

Measure T ½ Cent Transportation Sales Tax Program

When voters approved Measure T on 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 September 30, 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:

\$197 million for transportation improvements through the year 2027.

This revenue forecast used in the Model in Appendix B reflects the recent economic recession in the United States and anticipates total sales tax revenues of approximately \$197 million which is below the \$213 million found in the original Investment Plan. Sales tax revenues are conservatively forecasted to grow 4% in 2016-17, 5.5% in 2017-2018, 5.0% for FY 2018-2019 and then 5% annually thereafter. The 5% 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. This Strategic Plan is a five (5) year planning document and will be updated every two (2) years to adjust the projection of sales tax receipts, ensuring that the projections are consistent with future Investments and promises made in 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. Voters realized that providing Measure T funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Plan will provide 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 ^{*1}	FUNDS ALLOCATED TO MADERA COUNTY ^{*2}	FUNDS ALLOCATED TO CITY OF CHOWCHILLA ^{*2}	FUNDS ALLOCATED TO CITY OF MADERA ^{*2}	AVERAGE ANNUAL FUNDING TOTAL ^{*3}
<i>Allocations rounded to nearest \$100,000</i>	100.00%	\$212,900,000	57.77%	6.17%	36.06%	\$10,645,000
FUNDING PROGRAMS (Reference Program Definitions and Details)						
1. Commute Corridors/Farm to Market Program (Regional Transportation Program)^{*4 *5 *6}	51.00%	\$108,579,000	\$62,726,088	\$6,699,324	\$39,153,587	\$5,428,950
Regional Streets and Highways Program ^{*7}	26.00%	\$55,354,000	Projects are prioritized on a "regional" basis			\$2,767,700
Regional Rehabilitation/Reconstruction/Maintenance Program ^{*8}	25.00%	\$53,225,000	\$30,748,083	\$3,283,983	\$19,192,935	\$2,661,250
2. Safe Routes to School & Jobs Program (Local Transportation Program)^{*6}	44.00%	\$93,676,000	\$54,116,625	\$5,779,809	\$33,779,566	\$4,683,800
<i>Local Allocation</i>						
Street Maintenance ^{*9}	13.00%	\$27,677,000	\$15,989,003	\$1,707,671	\$9,980,326	\$1,383,850
County Maintenance District/City Street Supplemental Maintenance Funding Program ^{*10}	8.75%	\$18,628,750	\$10,761,829	\$1,149,394	\$6,717,527	\$931,438
Flexible	21.75%	\$46,305,750	\$26,750,832	\$2,857,065	\$16,697,853	\$2,315,288
ADA Compliance	0.50%	\$1,064,500	\$614,962	\$65,680	\$383,859	\$53,225
3. Transit Enhancement Program	2.00%	\$4,258,000	\$2,459,847	\$262,719	\$1,535,435	\$212,900
Madera County	1.06%	\$2,254,859	\$2,254,859	\$0	\$0	\$112,743
City of Madera	0.66%	\$1,407,482	\$0	\$0	\$1,407,482	\$70,374
City of Chowchilla	0.11%	\$240,825	\$0	\$240,825	\$0	\$12,041
Subtotal (Transit Agencies)	1.83%	\$3,903,167	\$2,254,859	\$240,825	\$1,407,482	\$195,158
ADA / Seniors / Paratransit	0.17%	\$354,833	\$204,987	\$21,893	\$127,953	\$17,742
4. Environmental Enhancement Program^{*11}	2.00%	\$4,258,000	\$2,459,847	\$262,719	\$1,535,435	\$212,900
<i>Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities & Car/Van Pools Programs</i>						
5. Administration/Planning Program	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
IMCTA	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
TOTAL:	100.00%	\$212,900,000	\$121,762,407	\$13,004,571	\$76,004,023	\$10,645,000
<i>Total Funding available for street & highway rehabilitation/reconstruction/maintenance:</i>	<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>
Local Agency Allocation			57.77%	6.17%	36.06%	

*1 The 20-year funding total is based upon a 5% (Mid Range) Growth Factor considering annual Measure "A" Proceeds between 1990 and 2005.

*2 Funds allocated to Madera County considered a population share of 57.77%, to the City of Chowchilla 6.17% and to the City of Madera 36.06%.

*3 Total Measure "T" proceeds (\$212,900,000) divided by the duration of the Measure (20 years).

*4 No more than 50% of these funds could be allocated to rehabilitation/reconstruction projects.

*5 Program requires implementation of a Local Traffic Impact Fee Program. The Impact Fee Program must reflect at least 20% of each agency's total project costs programmed for projects to be funded using Commute Corridor/Farm to Market Funding Program - Regional Streets and Highways Program revenues.

*6 If a Local Traffic Impact Fee Program is not implemented or is not maintained to address identified Tier 1 transportation project needs reflected in Table 2 of the Investment Plan, the agency would forfeit an equivalent apportionment of the Flexible Transportation Funds.

*7 Current MCTC policy is to allocate funds based upon regional priorities.

*8 Funds may be applied to reconstruction, rehabilitation and maintenance projects.

*9 Pothole repair, chip seals, overlays, slurry seals, etc.

*10 County Maintenance District improvements applies to County only. City Street Maintenance Funding Program applies to City Street Maintenance.

*11 Local agencies may allocate funds to any of the subprograms listed necessary to address local issues and needs.

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$100.47 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:

- **\$51.22 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$49.25 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) - \$86.68 million or 44%.

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

- **\$42.85 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 **\$42.85 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 **\$985,000** (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) - \$3.94 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:

- **\$3.61 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 **\$1.81 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.28 million** or 0.14%, and the City of Madera would receive **\$1.52 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 **\$335,000** (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 - \$3.94 million or 2%.

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

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

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

5. ADMINISTRATION AND PLANNING PROGRAM - \$1.97 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 (2016/17 through 2020/21). 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 Board of Equalization 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 take into account 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, which will be updated every two years, 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 will continue to administer the Measure Program in compliance with PUC 180000 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 will be approved by the Authority Board of Directors.

PUC 180000 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 biennial updates of the Measure T Strategic Plan:

- Authority/MCTC staff working with member agencies and affected stakeholders will develop the Draft Strategic Plan and will update it every two (2) years

Measure T ½ Cent Transportation Sales Tax Program – 2017 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 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 first five (5) years of 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 will 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 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.

- ◆ *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 will 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 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 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 interprogram 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 which 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 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 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 of 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 CTC Allocation priorities which haven't 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 approx. \$150 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. This investment is required for the economic development of the Ave 17 area where a major business and industrial park and city airport are located. 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 has provided \$41.91 million in Measure T funds (bonded \$22.5 million); leveraged \$48.4 million in Prop 1B funds and \$40.56 million in STIP funds for several major projects that total \$136.8 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 projects for prioritization. The remaining projects from the Measure T Regional Program are projected as future projects should revenues be available.

20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX							
1. Regional Streets and Highways Program							
Candidate Capacity Increasing Projects and Recommended Priorities							
Map #	Route	Limits	Description	Cost	Other Funds (at least 20%)	Measure (Reg) + STIP/TE (Cost Minus Other Funds)	
PHASE I PROJECTS (2006-2016)							
1Q	Gateway	At SR 99	Reconstruct/widen interchange	\$6,650,000	\$0	\$6,650,000	COMPLETED
1B	SR 145	At SR 99	Reconstruct/widen interchange	\$6,800,000	\$0	\$6,800,000	COMPLETED
1G	Ellis/Avenue 16	Granada to Road 26 & new SR99	Reconstruct street & Construct overcrossing	\$16,400,000	\$10,470,000	\$5,930,000	COMPLETED
1D	Ave 12	At SR 99	Reconstruct/widen interchange	\$85,500,000	\$11,577,000	\$73,923,000	CON PHASE
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	CON PHASE
	SR 99	Ave 12 to Ave 17	Widen from 4 to 6 lanes	\$6,395,000	\$4,850,000	\$1,545,000	PS&E PHASE
				\$152,951,000	\$34,629,000	\$118,322,000	
PHASE II PROJECTS (2017-2027)							
	Oakhurst	Mid-Town Connector	New Road	\$7,500,000	\$3,825,000	\$3,675,000	PSR
1F	SR 233	At SR 99	Interchange Operational Improvements	\$12,500,000	\$4,900,000	\$7,600,000	PSR
	Road 200	Phase III	Fine Gold Creek Bridge	\$5,500,000	\$2,800,000	\$2,700,000	
	Ave 7	SR 99 to SR 145	Reconstruct/Widen	\$9,788,000	\$4,988,000	\$4,800,000	
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)
				\$50,738,000	\$26,923,000	\$23,815,000	
FUTURE PROJECTS							
1E	SR 41	Ave 10 to Ave 12 w/interchange at Ave 12	Extend freeway/build interchange	\$46,400,000	\$0	\$0	PSR Expired
1L	Ave 12	Road 38 to SR 41	2 to 4 lanes	\$21,239,169	\$0	\$0	
1O	Ave 12	SR 99 to Road 32	2 to 4 lanes	\$12,200,000	\$0	\$0	
1M	Rd 29	Olive to Ave 13	2 to 4 lanes	\$4,857,311	\$0	\$0	
1P	Rd 29	Ave 12 to Ave 13	2 to 4 lanes and realignment	\$9,567,994	\$0	\$0	
				\$94,264,474	\$61,552,000	\$142,137,000	
				\$297,953,474			

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.

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 that projects approximately \$44 million in revenues, six (6) projects were nominated by the local agencies for implementation. It is the intention of the MCTA to close out the Regional Program with the completion of the six projects slated for Phase II. 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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

contribution and any and all cost increases will be contributed from other local funds or the project scope will be revised and/or may be dropped from the program.

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

1. **SR 233 Interchange Reconstruction** – Revised from \$60 million reconstruction to \$15 million dollar bridge widening with an operational improvement project. 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 was ridiculously low considering the blasting required and the cost of a bypass route during construction. The project has been replaced by three (3) smaller projects nominated by the County.
 - a) Oakhurst Midtown Connector – Project connects Road 426 and SR 41 near Yosemite High School - \$7.5 million
 - b) Road 200 Phase III – Construct new bridge at Fine Gold Creek - \$5.5 million
 - c) Ave 7 – SR 99 to SR 145 – Reconstruct/widen- \$9.7 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 recommend and the MCTA Policy Board has 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 slip its delivery schedule and to be able to take advantage of any future funding programs that fall from the congressional or legislative sky. Measure T Regional Program Phase II initial priorities are indicated below as project 1a:

1a. Oakhurst Midtown Connector - \$7.5 million

1a. SR 233 Interchange Operational Improvements - \$12.5 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.

The following pages are intended to illustrate the 20-year financial partnership between MCTC and Caltrans District 06 for Phase I (Page 1) and Phase II (Page 2) and SR 99 North and South widening and possible Ave 17 interchange reconstruction (Page 3) including possible scenarios for Phase II delivery and SR 99 investment. 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.

20 years of Partnership District 6 Caltrans Madera CTC

MEASURE T REGIONAL PROGRAM

REVENUES 20 Year Estimate

Regional	\$	51,168,512	
Flexible	\$	41,812,154	
		\$92,980,666	

Measure T Regional Program - Phase I
(2006 - 2015)

Phase I - Total Project Expenditures			
Regional	\$	25,078,000	
Flexible	\$	15,857,000	\$ 40,935,000 (Bonded 22,572,200)
STIP	\$	40,518,000	
Bond	\$	51,100,000	
Other	\$	5,930,000	
	\$	138,483,000	

Phase I - Measure T Expenditures			
	Expenditures	Debt Service Int.	Total
Regional	\$ 25,078,000	\$ 3,459,445	\$ 30,537,445
Flexible	\$ 15,857,000	\$ 3,329,101	\$ 19,186,101
	\$ 40,935,000	\$ 8,788,546	\$49,723,546

PHASE I Projects	Est. YOC	Measure T	STIP/Other	TOTAL COST
1 SR 99/ Ave 12 Interchange Improvements	2012	\$11,577,000	\$73,923,000	85,500,000
2 Ellis Ave Widen Phase I	2011	\$1,500,000	\$3,100,000	4,600,000
3 Ellis Ave Bridge Phase II	2012	\$8,970,000	\$2,830,000	11,800,000
4 4th Street Bridge Phase I	2012	\$1,802,000	\$5,148,000	6,950,000
5 4th Street Widen Phase II	2012	\$3,580,000	\$0	3,580,000
6 SR 41 Passing Lanes	2015	\$11,101,000	\$11,047,000	22,148,000
7 SR 99 North Widen & Ave 17 Interchange (E & P)	2013	\$2,405,000	\$1,300,000	3,905,000
Total		\$40,935,000	\$97,548,000	\$138,483,000



20 years of Partnership

District 6 Caltrans Madera CTC

Measure T Regional Program - Phase II (DRAFT)
(2017 - 2025)

Phase II - Revenues		
Regional	\$ 20,631,067	48%
Flexible	\$ 22,626,053	52%
	\$ 43,257,120	

SCENARIO 1	Est. YOC	Est. Cost***
1 Oakhurst Midtown Connector	2018	\$7,500,000
2 SR 233 Interchange Operational Improvements*	2022	\$12,500,000
3 Road 200 - Phase III	2023	\$5,500,000
4 Ave 7 Reconstruction	2025	\$9,788,000
5 Cleveland Ave Widening	2026	\$3,400,000
6 Gateway Ave Widening	2027	\$6,100,000
	Total	\$44,788,000
	Balance**	-\$1,530,880

SCENARIO 2	Est. YOC	Est. Cost
1 SR 233 Interchange Operational Improvements	2020	\$12,500,000
2 Oakhurst Midtown Connector	2022	\$7,500,000
3 Road 200 - Phase III	2023	\$5,500,000
4 Ave 7 Reconstruction	2025	\$9,788,000
5 Cleveland Ave Widening	2026	\$3,400,000
6 Gateway Ave Widening	2027	\$6,100,000
	Total	\$44,788,000
	Balance	-\$1,530,880

* Est. \$3 million OMAQ Funds (FTIP Priority) would displace equivalent Measure T Funds on SR 233 project.
 ** Phase II Regional Fund Balance set to zero upon completion and remaining Flexible Fund Balance distributed to local agencies if any.
 *** Phase II Est Cost is considered maximum Measure T contribution based upon Measure T Expenditure Plan approved by voters.



20 years of Partnership

District 6 Caltrans Madera CTC

STIP Regional Program - Phase II (DRAFT)

(2012 STIP - 2026 STIP) \$4 million per STIP Cycle (7)

SR 99 Business Plan Cost Estimate		CON
Madera North 99 5-Mile Widening & Ave 17 Int	\$75,000,000	
Madera South 99 5-Mile Widening	\$40,000,000	
	\$115,000,000	

SCENARIO 1

Madera RTIP Revenues	
Balance	-\$14,000,000
Share Est.	\$28,000,000
	\$14,000,000
Advance	\$41,000,000
	\$55,000,000

	CON			
	SR 99 Business Plan - Proposed Program	RIP	IP/Other	Total
1 Madera North 99 5-Mile Widening & Ave 17 Int	\$45,000,000	\$30,000,000		\$75,000,000
2 Madera South 99 5-Mile Widening	\$10,000,000	\$30,000,000		\$40,000,000
	\$55,000,000	\$60,000,000		\$115,000,000
		48%		

SCENARIO 2

Madera RTIP Revenues	
Balance	-\$14,000,000
Share Est.	\$28,000,000
	\$14,000,000
Advance	\$21,000,000
	\$35,000,000

	CON			
	SR 99 Business Plan - Proposed Program	RIP	IP/Other	Total
1 Madera North 99 5-Mile Widening	\$0	\$40,000,000		\$40,000,000
2 Madera South 99 5-Mile Widening	\$0	\$40,000,000		\$40,000,000
3 Ave 17 Interchange	\$35,000,000	\$0		\$35,000,000
	\$35,000,000	\$80,000,000		\$115,000,000
		30%		





Date: March 21, 2013

To: Derek Wining, 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, ml@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 years 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 the following 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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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 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 the Great Recession and recovery and anticipates total sales tax revenues of approximately \$197 million] which is below the \$213 million found in the Investment Plan. As shown in the following sections, sales tax revenues are conservatively forecasted to grow at 4.0% for FY 2016-2017, 5.5% for FY 2017-2018, 5.0% for FY 2018-2019 and then 5.0% annually thereafter.

◆ *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 California State Board of Equalization, 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 State Board of Equalization

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%
Averages					
All Data		4.24%		2.55%	1.69%
Last 10-Years		3.34%		2.22%	1.12%
Last 5-Years		6.39%		1.88%	4.50%
Last 3-Years		5.39%		1.83%	3.55%
1991 to 2007		5.55%		2.86%	2.70%

Notes:

(1) CPI Urban Western Region Not Seasonably Adjusted Data. Source: Bureau of Labor Statistics

(2) Real Growth equals Total Growth less Inflationary Growth

HISTORICAL MADERA COUNTY TAXABLE SALES (CALENDAR YEAR)

Source: California State Board of Equalization 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%
Averages					
All Data		5.76%		2.62%	3.15%
Last 10-Years		6.21%		2.57%	3.64%
Last 5-Years		7.50%		2.59%	4.92%
Last 3-Years		8.10%		2.38%	5.72%

Notes:

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

Source: MCTC and United States Department of Labor

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

TABLE 4

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

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

source: Madera County Transportation Commission

Fiscal Year Ending June 30.	Total Growth		Inflationary Growth		
	Sales Tax Revenues	Percent Growth	CPI West (1)	Percent Growth	Real Growth (2)
2007 ⁽³⁾	320,609	-	212.2	-	-
2008	7,707,106	-	219.6	3.49%	-
2009	7,311,825	-5.13%	218.8	-0.36%	-4.77%
2010	6,118,354	-16.32%	221.2	1.09%	-17.41%
2011	6,939,324	13.42%	227.5	2.84%	10.58%
2012	7,775,292	12.05%	232.4	2.15%	9.90%
2013	7,960,429	2.38%	235.8	1.48%	0.90%
2014	8,439,910	6.02%	240.2	1.86%	4.16%
2015	9,017,126	6.84%	243.0	1.17%	5.67%
Averages					
All Data		2.75%		1.72%	1.29%

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) 2007 is a partial year. Sales Tax effective date April 1, 2007.

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 recession.

◆ **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 2007 is 5.55%, which consists of inflationary growth at 2.86% and real growth at 2.70%. 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 suggest that the 5.0% growth rate 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 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 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.
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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 \$44 million in revenues for the Regional program Phase II which should be sufficient to fund the six (6) 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, 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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

interrelated and difficult to predict. Recent historical sales tax revenue data maintained by the California Board of Equalization provides guidance for forecasting near-term future conditions. Between 1990 and 2014 (the last full year for which data is available), taxable sales have grown an average of 4.24% annually in Madera County.

Referencing Table 5, the Measure Sales Tax will provide approximately \$197 million in total revenues for transportation improvements according to financial projections through the year 2027. This estimate considers current revenue receipts and a conservative five percent (4.5%) growth rate in sales tax proceeds through June 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 this initial Plan. Actual revenue and expenditure data will be added to the forecast.

TABLE 5

Assumptions			
Scenario	Medium	Assumed Annual Growth Rate ==>	5.00%
0			
Results			
Program year	Fiscal Year	Annual Proceeds	Cumulative Proceeds
1	2007	\$ 320,609	\$ 320,609
2	2008	\$ 7,707,106	\$ 8,027,715
3	2009	\$ 7,311,825	\$ 15,339,540
4	2010	\$ 6,118,354	\$ 21,457,894
5	2011	\$ 6,939,324	\$ 28,397,218
6	2012	\$ 7,775,292	\$ 36,172,510
7	2013	\$ 7,960,429	\$ 44,132,939
8	2014	\$ 8,439,910	\$ 52,572,849
9	2015	\$ 9,017,126	\$ 61,589,975
10	2016	\$ 9,236,853	\$ 70,826,828
11	2017	\$ 9,698,696	\$ 80,525,524
12	2018	\$ 10,183,630	\$ 90,709,154
13	2019	\$ 10,692,812	\$ 101,401,966
14	2020	\$ 11,227,453	\$ 112,629,419
15	2021	\$ 11,788,825	\$ 124,418,244
16	2022	\$ 12,378,266	\$ 136,796,510
17	2023	\$ 12,997,180	\$ 149,793,690
18	2024	\$ 13,647,039	\$ 163,440,729
19	2025	\$ 14,329,391	\$ 177,770,119
20	2026	\$ 15,045,860	\$ 192,815,980
21	2027	\$ 3,949,538	\$ 196,765,518

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. These funds are taken “off the top” before the Measure proceeds are allocated to the various programs and subprograms identified in this Plan and in the Investment Plan.

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 \$197 million over the 20-year life of the Measure. As noted above, certain 'off the top' deductions are made for expenditures, such as costs for placing Measure T on the ballot, Administrative allocation, 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.

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 State Board of Equalization and paid to the Authority within a fiscal year (FY). Such funds will be allocated to 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
- ◆ 2017 through 2021 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 would 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 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

TABLE 6

MEASURE "T" REVENUE - REGIONAL REHABILITATION/RECONSTRUCTION/MAINTENANCE SUBPROGRAM

Measure "T" Revenue Projection Model				Regional Rehabilitation/Reconstruction/Maintenance Subprogram (25% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	49.86%	7.99%	42.15%
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	\$ 9,236,853	\$ 70,826,828	\$2,309,213	\$1,182,779	\$178,964	\$947,470
11	2017	\$ 9,698,696	\$ 80,525,524	\$2,424,674	\$1,208,942	\$193,731	\$1,022,000
12	2018	\$ 10,183,630	\$ 90,709,154	\$2,545,908	\$1,269,389	\$203,418	\$1,073,100
13	2019	\$ 10,692,812	\$ 101,401,966	\$2,673,203	\$1,332,859	\$213,589	\$1,126,755
14	2020	\$ 11,227,453	\$ 112,629,419	\$2,806,863	\$1,399,502	\$224,268	\$1,183,093
15	2021	\$ 11,788,825	\$ 124,418,244	\$2,947,206	\$1,469,477	\$235,482	\$1,242,247
16	2022	\$ 12,378,266	\$ 136,796,510	\$3,094,567	\$1,542,951	\$247,256	\$1,304,360
17	2023	\$ 12,997,180	\$ 149,793,690	\$3,249,295	\$1,620,098	\$259,619	\$1,369,578
18	2024	\$ 13,647,039	\$ 163,440,729	\$3,411,760	\$1,701,103	\$272,600	\$1,438,057
19	2025	\$ 14,329,391	\$ 177,770,120	\$3,582,348	\$1,786,159	\$286,230	\$1,509,960
20	2026	\$ 15,045,860	\$ 192,815,980	\$3,761,465	\$1,875,466	\$300,541	\$1,585,457
21	2027	\$ 3,949,538	\$ 196,765,518				

- 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

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 noticed public hearing.

The State Board Equalization 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 Board of Equalization.

▪ **Monitoring/Reporting Requirements**

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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.

▪ **2017 – 2021 Projected Allocation by Agency**

Table 7 below details the estimated Regional Rehabilitation/Reconstruction/Maintenance Subprogram funds by local agency for year 2017 through 2021 or over the five (5) year period of this Strategic Plan.

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

TABLE 7

MEASURE "T" REVENUE - REGIONAL REHABILITATION/RECONSTRUCTION/MAINTENANCE SUBPROGRAM							
Measure "T" Revenue Projection Model				Regional Rehabilitation/Reconstruction/Maintenance Subprogram (25% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	49.86%	7.99%	42.15%
11	2017	\$ 9,698,696	\$ 80,525,524	\$2,424,674	\$1,208,942	\$193,731	\$1,022,000
12	2018	\$ 10,183,630	\$ 90,709,154	\$2,545,908	\$1,269,389	\$203,418	\$1,073,100
13	2019	\$ 10,692,812	\$ 101,401,966	\$2,673,203	\$1,332,859	\$213,589	\$1,126,755
14	2020	\$ 11,227,453	\$ 112,629,419	\$2,806,863	\$1,399,502	\$224,268	\$1,183,093
15	2021	\$ 11,788,825	\$ 124,418,244	\$2,947,206	\$1,469,477	\$235,482	\$1,242,247

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 will 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:	49.86%	7.99%	42.15%
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	\$ 9,236,853	\$ 70,826,828	\$1,200,791	\$615,045	\$93,061	\$492,685
11	2017	\$ 9,698,696	\$ 80,525,524	\$1,260,830	\$628,650	\$100,740	\$531,440
12	2018	\$ 10,183,630	\$ 90,709,154	\$1,323,872	\$660,083	\$105,777	\$558,012
13	2019	\$ 10,692,812	\$ 101,401,966	\$1,390,066	\$693,087	\$111,066	\$585,913
14	2020	\$ 11,227,453	\$ 112,629,419	\$1,459,569	\$727,741	\$116,620	\$615,208
15	2021	\$ 11,788,825	\$ 124,418,244	\$1,532,547	\$764,128	\$122,451	\$645,969
16	2022	\$ 12,378,266	\$ 136,796,510	\$1,609,175	\$802,334	\$128,573	\$678,267
17	2023	\$ 12,997,180	\$ 149,793,690	\$1,689,633	\$842,451	\$135,002	\$712,180
18	2024	\$ 13,647,039	\$ 163,440,729	\$1,774,115	\$884,574	\$141,752	\$747,790
19	2025	\$ 14,329,391	\$ 177,770,120	\$1,862,821	\$928,802	\$148,839	\$785,179
20	2026	\$ 15,045,860	\$ 192,815,980	\$1,955,962	\$975,243	\$156,281	\$824,438
21	2027	\$ 3,949,538	\$ 196,765,518				

▪ **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.

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

The State Board Equalization 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 Board of Equalization.

■ **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.

■ **2017 – 2021 Projected Allocation by Agency**

Table 9 details the estimated Street Maintenance Subprogram funds by local agency for year 2017 through 2021 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:	49.86%	7.99%	42.15%	
11	2017	\$ 9,698,696	\$ 80,525,524	\$1,260,830	\$628,650	\$100,740	\$531,440	
12	2018	\$ 10,183,630	\$ 90,709,154	\$1,323,872	\$660,083	\$105,777	\$558,012	
13	2019	\$ 10,692,812	\$ 101,401,966	\$1,390,066	\$693,087	\$111,066	\$585,913	
14	2020	\$ 11,227,453	\$ 112,629,419	\$1,459,569	\$727,741	\$116,620	\$615,208	
15	2021	\$ 11,788,825	\$ 124,418,244	\$1,532,547	\$764,128	\$122,451	\$645,969	

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

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

◆ *County Maintenance District/City Supplemental Maintenance Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

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

This Subprogram would provide funds for:

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

▪ **Responsible Agencies**

Responsible agencies include the following:

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

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

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

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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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 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:	49.86%	7.99%	42.15%
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	\$ 9,236,853	\$ 70,826,828	\$808,225	\$413,973	\$62,637	\$331,615
11	2017	\$ 9,698,696	\$ 80,525,524	\$848,636	\$423,130	\$67,806	\$357,700
12	2018	\$ 10,183,630	\$ 90,709,154	\$891,068	\$444,286	\$71,196	\$375,585
13	2019	\$ 10,692,812	\$ 101,401,966	\$935,621	\$466,501	\$74,756	\$394,364
14	2020	\$ 11,227,453	\$ 112,629,419	\$982,402	\$489,826	\$78,494	\$414,083
15	2021	\$ 11,788,825	\$ 124,418,244	\$1,031,522	\$514,317	\$82,419	\$434,787
16	2022	\$ 12,378,266	\$ 136,796,510	\$1,083,098	\$540,033	\$86,540	\$456,526
17	2023	\$ 12,997,180	\$ 149,793,690	\$1,137,253	\$567,034	\$90,867	\$479,352
18	2024	\$ 13,647,039	\$ 163,440,729	\$1,194,116	\$595,386	\$95,410	\$503,320
19	2025	\$ 14,329,391	\$ 177,770,120	\$1,253,822	\$625,156	\$100,180	\$528,486
20	2026	\$ 15,045,860	\$ 192,815,980	\$1,316,513	\$656,413	\$105,189	\$554,910
21	2027	\$ 3,949,538	\$ 196,765,518	\$345,585	\$172,308	\$27,612	\$145,664

▪ **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)

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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 State Board Equalization 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 Board of Equalization.

■ **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.

■ **2017 – 2021 Projected Allocation by Agency**

Table 11 details the estimated County Maintenance District/City Supplemental Maintenance Subprogram funds by local agency for year 2017 through 2021 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:	49.86%	7.99%	42.15%
11	2017	\$ 9,698,696	\$ 80,525,524	\$848,636	\$423,130	\$67,806	\$357,700
12	2018	\$ 10,183,630	\$ 90,709,154	\$891,068	\$444,286	\$71,196	\$375,585
13	2019	\$ 10,692,812	\$ 101,401,966	\$935,621	\$466,501	\$74,756	\$394,364
14	2020	\$ 11,227,453	\$ 112,629,419	\$982,402	\$489,826	\$78,494	\$414,083
15	2021	\$ 11,788,825	\$ 124,418,244	\$1,031,522	\$514,317	\$82,419	\$434,787

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

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

◆ *Flexible Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

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

This Subprogram would provide funds for:

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

▪ **Responsible Agencies**

Responsible agencies include the following:

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

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

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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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 also post the public notices and project information on their agency’s website.

Local agencies will be required to submit claims for Flexible Subprogram funding to the Madera County Auditor-Controller identifying the amount of funding requested and other related information (reference Appendix C).

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:	57.77%	6.17%	36.06%
1	2007	\$ 320,609	\$ 320,609	\$69,732	\$40,284	\$4,302	\$25,146
2	2008	\$ 7,707,106	\$ 8,027,715	\$1,676,296	\$968,396	\$103,427	\$604,472
3	2009	\$ 7,311,825	\$ 15,339,540	\$1,590,322	\$918,729	\$98,123	\$573,470
4	2010	\$ 6,118,354	\$ 21,457,894	\$1,330,742	\$768,770	\$82,107	\$479,866
5	2011	\$ 6,939,324	\$ 28,397,218	\$1,509,303	\$871,924	\$93,124	\$544,255
6	2012	\$ 7,775,292	\$ 36,172,510	\$1,691,126	\$976,963	\$104,342	\$609,820
7	2013	\$ 7,960,429	\$ 44,132,939	\$1,731,393	\$1,000,226	\$106,827	\$624,340
8	2014	\$ 8,439,910	\$ 52,572,849	\$1,835,680	\$1,060,473	\$113,261	\$661,946
9	2015	\$ 9,017,126	\$ 61,589,975	\$1,961,225	\$1,133,000	\$121,008	\$707,218
10	2016	\$ 9,236,853	\$ 70,826,828	\$2,009,016	\$1,160,608	\$123,956	\$724,451
11	2017	\$ 9,698,696	\$ 80,525,524	\$2,109,466	\$1,218,639	\$130,154	\$760,674
12	2018	\$ 10,183,630	\$ 90,709,154	\$2,214,940	\$1,279,571	\$136,662	\$798,707
13	2019	\$ 10,692,812	\$ 101,401,966	\$2,325,687	\$1,343,549	\$143,495	\$838,643
14	2020	\$ 11,227,453	\$ 112,629,419	\$2,441,971	\$1,410,727	\$150,670	\$880,575
15	2021	\$ 11,788,825	\$ 124,418,244	\$2,564,069	\$1,481,263	\$158,203	\$924,603
16	2022	\$ 12,378,266	\$ 136,796,510	\$2,692,273	\$1,555,326	\$166,113	\$970,834
17	2023	\$ 12,997,180	\$ 149,793,690	\$2,826,887	\$1,633,092	\$174,419	\$1,019,375
18	2024	\$ 13,647,039	\$ 163,440,729	\$2,968,231	\$1,714,747	\$183,140	\$1,070,344
19	2025	\$ 14,329,391	\$ 177,770,120	\$3,116,643	\$1,800,484	\$192,297	\$1,123,861
20	2026	\$ 15,045,860	\$ 192,815,980	\$3,272,475	\$1,890,509	\$201,912	\$1,180,054
21	2027	\$ 15,798,153	\$ 208,614,133				

▪ **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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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 Board of Equalization.

■ **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.

- **2017 – 2021 Projected Allocation by Agency**

Table 13 details the estimated Flexible Subprogram funds by local agency for year 2017 through 2021 or over the five (5) year period of this Strategic Plan.

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

TABLE 13

MEASURE "T" REVENUE - FLEXIBLE SUBPROGRAM							
Measure "T" Revenue Projection Model				Flexible Subprogram (21.75% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	49.86%	7.99%	42.15%
11	2017	\$ 9,698,696	\$ 80,525,524	\$2,109,466	\$1,051,780	\$168,546	\$889,140
12	2018	\$ 10,183,630	\$ 90,709,154	\$2,214,940	\$1,104,369	\$176,974	\$933,597
13	2019	\$ 10,692,812	\$ 101,401,966	\$2,325,687	\$1,159,587	\$185,822	\$980,277
14	2020	\$ 11,227,453	\$ 112,629,419	\$2,441,971	\$1,217,567	\$195,113	\$1,029,291
15	2021	\$ 11,788,825	\$ 124,418,244	\$2,564,069	\$1,278,445	\$204,869	\$1,080,755

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**

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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 will 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:	49.86%	7.99%	42.15%
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	\$ 9,236,853	\$ 70,826,828	\$46,184	\$23,656	\$3,579	\$18,949
11	2017	\$ 9,698,696	\$ 80,525,524	\$48,493	\$24,179	\$3,875	\$20,440
12	2018	\$ 10,183,630	\$ 90,709,154	\$50,918	\$25,388	\$4,068	\$21,462
13	2019	\$ 10,692,812	\$ 101,401,966	\$53,464	\$26,657	\$4,272	\$22,535
14	2020	\$ 11,227,453	\$ 112,629,419	\$56,137	\$27,990	\$4,485	\$23,662
15	2021	\$ 11,788,825	\$ 124,418,244	\$58,944	\$29,390	\$4,710	\$24,845
16	2022	\$ 12,378,266	\$ 136,796,510	\$61,891	\$30,859	\$4,945	\$26,087
17	2023	\$ 12,997,180	\$ 149,793,690	\$64,986	\$32,402	\$5,192	\$27,392
18	2024	\$ 13,647,039	\$ 163,440,729	\$68,235	\$34,022	\$5,452	\$28,761
19	2025	\$ 14,329,391	\$ 177,770,120	\$71,647	\$35,723	\$5,725	\$30,199
20	2026	\$ 15,045,860	\$ 192,815,980	\$75,229	\$37,509	\$6,011	\$31,709
21	2027	\$ 3,949,538	\$ 196,765,518	\$19,748	\$9,846	\$1,578	\$8,324

■ 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.

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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 Board of Equalization.

The State Board Equalization 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.

■ **2017 – 2021 Projected Allocation by Agency**

Table 15 details the estimated ADA Compliance Subprogram funds by local agency for year 2017 through 2021 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:	49.86%	7.99%	42.15%	
11	2017	\$ 9,698,696	\$ 80,525,524	\$48,493	\$24,179	\$3,875	\$20,440	
12	2018	\$ 10,183,630	\$ 90,709,154	\$50,918	\$25,388	\$4,068	\$21,462	
13	2019	\$ 10,692,812	\$ 101,401,966	\$53,464	\$26,657	\$4,272	\$22,535	
14	2020	\$ 11,227,453	\$ 112,629,419	\$56,137	\$27,990	\$4,485	\$23,662	
15	2021	\$ 11,788,825	\$ 124,418,244	\$58,944	\$29,390	\$4,710	\$24,845	

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

5.6 Transit Enhancement Program

◆ *Public Transit Agencies Subprogram*

■ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

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

This Subprogram would provide funds for:

- All public services, programs, and/or projects related to public transit systems provided by each jurisdiction

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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:	49.86%	7.99%	42.15%
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	\$ 9,236,853	\$ 70,826,828	\$169,034	\$86,579	\$13,100	\$69,355
11	2017	\$ 9,698,696	\$ 80,525,524	\$177,486	\$88,495	\$14,181	\$74,810
12	2018	\$ 10,183,630	\$ 90,709,154	\$186,360	\$92,919	\$14,890	\$78,551
13	2019	\$ 10,692,812	\$ 101,401,966	\$195,678	\$97,565	\$15,635	\$82,478
14	2020	\$ 11,227,453	\$ 112,629,419	\$205,462	\$102,444	\$16,416	\$86,602
15	2021	\$ 11,788,825	\$ 124,418,244	\$215,735	\$107,566	\$17,237	\$90,933
16	2022	\$ 12,378,266	\$ 136,796,510	\$226,522	\$112,944	\$18,099	\$95,479
17	2023	\$ 12,997,180	\$ 149,793,690	\$237,848	\$118,591	\$19,004	\$100,253
18	2024	\$ 13,647,039	\$ 163,440,729	\$249,741	\$124,521	\$19,954	\$105,266
19	2025	\$ 14,329,391	\$ 177,770,120	\$262,228	\$130,747	\$20,952	\$110,529
20	2026	\$ 15,045,860	\$ 192,815,980	\$275,339	\$137,284	\$22,000	\$116,055
21	2027	\$ 3,949,538	\$ 196,765,518	\$72,277	\$36,037	\$5,775	\$30,465

▪ **Eligible Projects and/or Programs**

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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:
 - 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 Board of Equalization.

The State Board Equalization 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.

▪ **2017 – 2021 Projected Allocation by Agency**

Table 17 details the estimated Public Transit Agencies Subprogram funds by local agency for year 2017 through 2021 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:	49.86%	7.99%	42.15%
11	2017	\$ 9,698,696	\$ 80,525,524	\$177,486	\$88,495	\$14,181	\$74,810
12	2018	\$ 10,183,630	\$ 90,709,154	\$186,360	\$92,919	\$14,890	\$78,551
13	2019	\$ 10,692,812	\$ 101,401,966	\$195,678	\$97,565	\$15,635	\$82,478
14	2020	\$ 11,227,453	\$ 112,629,419	\$205,462	\$102,444	\$16,416	\$86,602
15	2021	\$ 11,788,825	\$ 124,418,244	\$215,735	\$107,566	\$17,237	\$90,933

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

5.7 Transit Enhancement Program

◆ *ADA/Seniors/Paratransit Subprogram*

▪ **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet public transit needs for the disabled, seniors and other residents and employees in need of Paratransit services
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of ADA/Seniors/Paratransit systems, services, programs and/or projects that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- All public services, programs, and/or projects related to ADA/Seniors/Paratransit systems provided by each jurisdiction
- Other related services, systems, projects and/or programs to be determined by the local agency consistent with eligible projects and/or programs and project and/or program components identified below

▪ **Responsible Agencies**

Responsible agencies include the following:

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

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

Of the total funds available in this Subprogram, not more than 0.17% of Measure T funds would be allocated to the ADA/Seniors/Paratransit Subprogram for public transit system services, programs, and/or projects.

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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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:	49.86%	7.99%	42.15%
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	\$ 9,236,853	\$ 70,826,828	\$15,703	\$8,043	\$1,217	\$6,443
11	2017	\$ 9,698,696	\$ 80,525,524	\$16,488	\$8,221	\$1,317	\$6,950
12	2018	\$ 10,183,630	\$ 90,709,154	\$17,312	\$8,632	\$1,383	\$7,297
13	2019	\$ 10,692,812	\$ 101,401,966	\$18,178	\$9,063	\$1,452	\$7,662
14	2020	\$ 11,227,453	\$ 112,629,419	\$19,087	\$9,517	\$1,525	\$8,045
15	2021	\$ 11,788,825	\$ 124,418,244	\$20,041	\$9,992	\$1,601	\$8,447
16	2022	\$ 12,378,266	\$ 136,796,510	\$21,043	\$10,492	\$1,681	\$8,870
17	2023	\$ 12,997,180	\$ 149,793,690	\$22,095	\$11,017	\$1,765	\$9,313
18	2024	\$ 13,647,039	\$ 163,440,729	\$23,200	\$11,568	\$1,854	\$9,779
19	2025	\$ 14,329,391	\$ 177,770,120	\$24,360	\$12,146	\$1,946	\$10,268
20	2026	\$ 15,045,860	\$ 192,815,980	\$25,578	\$12,753	\$2,044	\$10,781
21	2027	\$ 3,949,538	\$ 196,765,518	\$6,714	\$3,348	\$536	\$2,830

▪ **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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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 Board of Equalization.

The State Board Equalization 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.

- **2017 – 2021 Projected Allocation by Agency**

Table 19 details the estimated ADA/Seniors/Paratransit Subprogram funds by local agency for year 2017 through 2021 or over the five (5) year period of this Strategic Plan.

TABLE 19

MEASURE "T" REVENUE - ADA/SENIORS/PARATRANSIT SUBPROGRAM							
Measure "T" Revenue Projection Model				ADA/Seniors/Paratransit Subprogram (0.17% of Measure "T" Proceeds)			
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds	Madera County	Chowchilla	Madera
				Percent of Total:	49.86%	7.99%	42.15%
11	2017	\$ 9,698,696	\$ 80,525,524	\$16,488	\$8,221	\$1,317	\$6,950
12	2018	\$ 10,183,630	\$ 90,709,154	\$17,312	\$8,632	\$1,383	\$7,297
13	2019	\$ 10,692,812	\$ 101,401,966	\$18,178	\$9,063	\$1,452	\$7,662
14	2020	\$ 11,227,453	\$ 112,629,419	\$19,087	\$9,517	\$1,525	\$8,045
15	2021	\$ 11,788,825	\$ 124,418,244	\$20,041	\$9,992	\$1,601	\$8,447

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

5.8 Environmental Enhancement Program

- ◆ *Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram*

- **Implementing Guidelines**

The investment objectives of this Subprogram are to:

- Provide additional funds to make up anticipated shortfalls to meet environmental mitigation requirements for transportation/circulation projects, programs and systems, improve air quality, and enhance bicycle, pedestrian, and car and van pool facilities, systems and/or programs
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC), if available
- Accelerate delivery of related projects and/or programs that may otherwise be delayed because of other funding shortages

This Subprogram would provide funds for:

- All programs, services and/or projects related to environmental mitigation for transportation/circulation projects, programs and/or systems, improving air quality, and

- enhancement of bicycle, pedestrian, and car and van pool facilities, systems and programs within each jurisdiction
- Other related improvements to be determined by the local agency consistent with eligible projects and/or programs and project and or program components identified below

▪ **Responsible Agencies**

Responsible agencies include the following:

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

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

Of the total funds available in this Subprogram, not more than 2.0% of Measure T funds would be allocated to the Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram for transportation and circulation systems, projects, and/or programs.

The Authority has agreed that the detailed scoping of eligible projects and/or programs under this Subprogram will occur at the local level by the local agencies. Approval of a Capital Improvement Program (CIP) listing eligible projects and/or programs, or an Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs will occur at publicly noticed meetings of each local agency (City Councils and the Board of Supervisors). Each local agency will 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:	49.86%	7.99%	42.15%
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	\$ 9,236,853	\$ 70,826,828	\$184,737	\$94,622	\$14,317	\$75,798
11	2017	\$ 9,698,696	\$ 80,525,524	\$193,974	\$96,715	\$15,499	\$81,760
12	2018	\$ 10,183,630	\$ 90,709,154	\$203,673	\$101,551	\$16,273	\$85,848
13	2019	\$ 10,692,812	\$ 101,401,966	\$213,856	\$106,629	\$17,087	\$90,140
14	2020	\$ 11,227,453	\$ 112,629,419	\$224,549	\$111,960	\$17,941	\$94,647
15	2021	\$ 11,788,825	\$ 124,418,244	\$235,777	\$117,558	\$18,839	\$99,380
16	2022	\$ 12,378,266	\$ 136,796,510	\$247,565	\$123,436	\$19,780	\$104,349
17	2023	\$ 12,997,180	\$ 149,793,690	\$259,944	\$129,608	\$20,769	\$109,566
18	2024	\$ 13,647,039	\$ 163,440,729	\$272,941	\$136,088	\$21,808	\$115,045
19	2025	\$ 14,329,391	\$ 177,770,120	\$286,588	\$142,893	\$22,898	\$120,797
20	2026	\$ 15,045,860	\$ 192,815,980	\$300,917	\$150,037	\$24,043	\$126,837
21	2027	\$ 3,949,538	\$ 196,765,518	\$78,991	\$39,385	\$6,311	\$33,295

▪ **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)

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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. Expenses will not be reimbursed that are incurred prior to local agency approval of the Measure T Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities, & Car/Van Pool Subprogram and allocation of Program funds by the Madera County Auditor-Controller.

■ **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 Board of Equalization.

The State Board Equalization 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.

■ **2017 – 2021 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 2017 through 2021 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:	49.86%	7.99%	42.15%
11	2017	\$ 9,698,696	\$ 80,525,524	\$193,974	\$96,715	\$15,499	\$81,760
12	2018	\$ 10,183,630	\$ 90,709,154	\$203,673	\$101,551	\$16,273	\$85,848
13	2019	\$ 10,692,812	\$ 101,401,966	\$213,856	\$106,629	\$17,087	\$90,140
14	2020	\$ 11,227,453	\$ 112,629,419	\$224,549	\$111,960	\$17,941	\$94,647
15	2021	\$ 11,788,825	\$ 124,418,244	\$235,777	\$117,558	\$18,839	\$99,380

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

5.9 Administration Program

◆ Administration and Planning Program

■ Implementing Guidelines

The investment objectives of this Subprogram are to:

- Provide necessary funding to the Authority to address staff costs associated with administration of the Measure T Programs and Subprograms

This Subprogram would provide funds for:

- All staff support of programs, services and/or projects related to administration of the Measure.
- Other related services as approved by the Authority.

■ Responsible Agencies

Responsible agencies include the following:

- Authority

■ 20-Year Funding Allocation and Disbursement of Funds Process

Of the total funds available in this Subprogram, not more than 1.0% of Measure T funds would be allocated to the Administration Subprogram for administration of the Measure.

Table 22 below identifies the estimated Measure T Administration Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 3 of this Plan.

TABLE 22

MEASURE "T" REVENUE - ADMINISTRATION SUBPROGRAM				
Measure "T" Revenue Projection Model				Administration Subprogram (1.0% of Measure "T" Proceeds)
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds
				Percent of Total:
1	2007	\$ 320,609	\$ 320,609	\$3,206
2	2008	\$ 7,707,106	\$ 8,027,715	\$77,071
3	2009	\$ 7,311,825	\$ 15,339,540	\$73,118
4	2010	\$ 6,118,354	\$ 21,457,894	\$61,184
5	2011	\$ 6,939,324	\$ 28,397,218	\$69,393
6	2012	\$ 7,775,292	\$ 36,172,510	\$77,753
7	2013	\$ 7,960,429	\$ 44,132,939	\$79,604
8	2014	\$ 8,439,910	\$ 52,572,849	\$84,399
9	2015	\$ 9,017,126	\$ 61,589,975	\$90,171
10	2016	\$ 9,236,853	\$ 70,826,828	\$92,369
11	2017	\$ 9,698,696	\$ 80,525,524	\$96,987
12	2018	\$ 10,183,630	\$ 90,709,154	\$101,836
13	2019	\$ 10,692,812	\$ 101,401,966	\$106,928
14	2020	\$ 11,227,453	\$ 112,629,419	\$112,275
15	2021	\$ 11,788,825	\$ 124,418,244	\$117,888
16	2022	\$ 12,378,266	\$ 136,796,510	\$123,783
17	2023	\$ 12,997,180	\$ 149,793,690	\$129,972
18	2024	\$ 13,647,039	\$ 163,440,729	\$136,470
19	2025	\$ 14,329,391	\$ 177,770,120	\$143,294
20	2026	\$ 15,045,860	\$ 192,815,980	\$150,459
21	2027	\$ 3,949,538	\$ 196,765,518	\$39,495

▪ **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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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 Board of Equalization.

The State Board Equalization 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.

■ **2017 – 2021 Projected Allocation by Agency**

Table 23 details the estimated Administration Subprogram funds for year 2016 through 2021 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:				
11	2017	\$ 9,698,696	\$ 80,525,524	\$96,987
12	2018	\$ 10,183,630	\$ 90,709,154	\$101,836
13	2019	\$ 10,692,812	\$ 101,401,966	\$106,928
14	2020	\$ 11,227,453	\$ 112,629,419	\$112,275
15	2021	\$ 11,788,825	\$ 124,418,244	\$117,888

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

6. REGIONAL TRANSPORTATION REVENUES, IMPLEMENTING GUIDELINES & PROGRAM OF PROJECTS

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

◆ Regional Streets and Highways Program

The Regional Streets and Highways Program was anticipated to be driven by the availability of State Transportation Improvement Program and Transportation Enhancement (STIP/TE) funding considering approximately a two to one (2 to 1) funding ratio of STIP/TE funding to Measure T Regional Streets and Highways Program funding. As a result, the delivery of projects contained in the Tier 1 list of projects may not be in the order listed in the Investment Plan approved by the voters. The Authority will consider two major criteria when determining which projects will be programmed. The most important factor or criteria will be how soon the project can be delivered e.g.: is the project “shelf ready” and can move quickly toward implementation. The second most important criteria or factor is the availability of local and “leveraged” funding. For multi-year projects, funding allocations and funding agreements may be for the term of project phases (e.g.: environmental, design, construction).

■ Implementing Guidelines

The investment objectives of this Subprogram are to:

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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

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. Interprogram loans would only apply to the Regional Streets and Highways Program, since it would be very difficult to administer and manage Interprogram 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

Madera County Transportation Authority

The Authority is the agency ultimately responsible for implementation of the Regional Streets and Highways Subprogram. The Authority may enter into agreements with the agencies identified below to plan for, design, and construct Tier 1 projects should the Authority be assured that local agencies have the staff and support services to deliver the project within the approved budget and delivery schedule.

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

A Project Development Team (PDT) must be formed (under the control of the Authority or if there is an agreement between the Authority and a local agency for a local agency to deliver a Tier 1 project, then the local agency will form, conduct and administer the (PDT) for Tier 1 projects that exceed \$20,000,000. Every (PDT) formed by a local agency for any project on the Tier 1 list shall include a member from the Authority/MCTC. In addition, the Authority or a local agency must retain a consultant firm to manage the project when the project exceeds a cost of \$20,000,000. Another option is for the Authority to retain a consultant to manage all Tier 1 projects.

Measure T funding commitments will be examined by the Authority for regional projects or programs that are not progressing adequately toward delivery under an agreement between the Authority and a local agency. If a Tier 1 project is not progressing through to project delivery in a timely or effective manner, the Authority will make that determination and administer delivery of the project. The agreement between the Authority and a local agency to deliver a Tier 1 project must be written to include this policy. Furthermore, the Authority retains the option of planning for, designing, engineering, and constructing any and all Tier 1 projects over the life of the Measure. The costs for such Authority services would be paid from the Regional Streets and Highways Subprogram on a “project by project” basis.

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

Measure T Regional Streets and Highways Subprogram, STIP/TE, 20% local traffic mitigation fee, and other developer mitigation funding when combined was originally projected to result in **\$285 million** available for Tier 1 Urban and Rural regional street and highway projects. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. Tier 1 and Tier 2 projects are in generalized priority order. Should additional Measure T Regional Streets and Highways Subprogram funding be available following the programming of all Tier 1 and Tier 2 projects, MCTC shall identify additional projects as part of the Regional Transportation Plan (RTP) Update process. During preparation of the biennial Strategic Plan Updates, MCTC and the Authority will develop a detailed improvement program that specifies the timing and delivery of projects or funding order considering project cost benefit, project readiness, funding availability, etc.

Table 24 below identifies the estimated Measure T Regional Streets and Highways Subprogram funding for the life of the Measure (years 2007 through 2027) based upon the methodology described in Section 4 of this Plan.

▪ **Eligible Projects**

Eligible projects include those projects included on the Tier 1 list of Regional Streets and Highways Subprogram list or Table 2 in the Measure T Investment Plan. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. If additional Measure T Regional Streets and Highways Subprogram funds are still available after all Tier 1 and Tier 2 projects have been programmed, the Authority may identify additional Subprogram projects contained in the most recent Regional Transportation Plan (RTP) Update. Only under exceptional circumstance and approval by the Authority, can a Tier 2 move up to the Tier 1 list of projects before all Tier 1 projects are programmed and delivered.

TABLE 24

MEASURE "T" REVENUE - REGIONAL STREETS AND HIGHWAYS SUBPROGRAM				
Measure "T" Revenue Projection Model				Regional Streets and Highways Subprogram (26.0% of Measure "T" Proceeds)
Program year	Fiscal year	Annual Proceeds	Cumulative Proceeds	Total Proceeds
1	2007	\$ 320,609	\$ 320,609	\$83,358
2	2008	\$ 7,707,106	\$ 8,027,715	\$2,003,848
3	2009	\$ 7,311,825	\$ 15,339,540	\$1,901,075
4	2010	\$ 6,118,354	\$ 21,457,894	\$1,590,772
5	2011	\$ 6,939,324	\$ 28,397,218	\$1,804,224
6	2012	\$ 7,775,292	\$ 36,172,510	\$2,021,576
7	2013	\$ 7,960,429	\$ 44,132,939	\$2,069,712
8	2014	\$ 8,439,910	\$ 52,572,849	\$2,194,377
9	2015	\$ 9,017,126	\$ 61,589,975	\$2,344,453
10	2016	\$ 9,236,853	\$ 70,826,828	\$2,401,582
11	2017	\$ 9,698,696	\$ 80,525,524	\$2,521,661
12	2018	\$ 10,183,630	\$ 90,709,154	\$2,647,744
13	2019	\$ 10,692,812	\$ 101,401,966	\$2,780,131
14	2020	\$ 11,227,453	\$ 112,629,419	\$2,919,138
15	2021	\$ 11,788,825	\$ 124,418,244	\$3,065,095
16	2022	\$ 12,378,266	\$ 136,796,510	\$3,218,349
17	2023	\$ 12,997,180	\$ 149,793,690	\$3,379,267
18	2024	\$ 13,647,039	\$ 163,440,729	\$3,548,230
19	2025	\$ 14,329,391	\$ 177,770,120	\$3,725,642
20	2026	\$ 15,045,860	\$ 192,815,980	\$3,911,924
21	2027	\$ 3,949,538	\$ 196,765,518	\$1,026,880

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)

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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.

Eligible Tier 1 projects are listed in Table 25 and are fully displayed in Figures 1 through 19 in Appendix E.

■ **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

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- Acceptance of Authority's Claim Policies
- Funding agreements shall be executed by resolution of the local agency's governing board and the Authority.

TABLE 25

20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX							
1. Regional Streets and Highways Program							
Candidate Capacity Increasing Projects and Recommended Priorities							
Approved by the Steering Committee on March 16, 2006 and approved by local agencies in June 2006							
Map #	Route	Limits	Description	Cost ¹	Other Funds (at least 20%) ²	Measure + STIP/TE (Cost Minus Other Funds) ³	Balance of Measure & STIP/TE ⁴
\$164,354,000							
TIER 1 PROJECTS⁵							
1A	SR 41	Between SR 145 and Road 200	Construct passing lanes	\$30,560,000	\$6,112,000	\$24,448,000	\$139,906,000
1B	SR 145 ⁷	At SR 99	Reconstruct/widen interchange	\$6,800,000	\$6,800,000	\$0	\$139,906,000
1C	4th Street	At SR 99	Reconstruct/widen interchange	\$11,000,000	\$2,200,000	\$8,800,000	\$131,106,000
1D	Ave 12 ⁸⁻⁹	At SR 99	Reconstruct/widen interchange	\$39,292,000	\$19,646,000	\$19,646,000	\$111,460,000
1E	SR 41 ¹⁰	Ave 10 to Ave 12 w/interchange at Ave 12	Extend freeway/build interchange	\$46,400,000	\$23,200,000	\$23,200,000	\$88,260,000
1F	SR 233 ⁹⁻¹⁰	At SR 99	Reconstruct/widen interchange	\$35,000,000	\$25,000,000	\$10,000,000	\$78,260,000
1G	Ellis/Avenue 16	Granada to Road 26 & new SR99 Overcrossing	Reconstruct street & Construct overcrossing	\$25,447,665	\$12,723,833	\$12,723,833	\$65,536,168
1H	Gateway Ave	Cleveland to Yosemite	Reconstruct/widen from 2 to 4 lanes	\$3,200,000	\$640,000	\$2,560,000	\$62,976,168
1I	Gateway (SR 145)	Yosemite to SR 99	Reconstruct/widen from 2 to 4 lanes	\$2,800,000	\$560,000	\$2,240,000	\$60,736,168
1J	Cleveland	Schnoor to SR 99	Reconstruct/widen from 4 to 6 lanes	\$3,400,000	\$680,000	\$2,720,000	\$58,016,168
1K	SR 41	Road 420 to SR 49 (South of Oakhurst)	Widen from 2 to 4 lanes	\$22,900,000	\$4,580,000	\$18,320,000	\$39,696,168
1L	Ave. 12 ⁹	Road 38 to SR 41	2 to 4 lanes	\$21,239,169	\$10,619,585	\$10,619,585	\$29,076,583
1M	Rd 29	Olive to Ave 13	2 to 4 lanes	\$4,857,311	\$1,943,000	\$2,914,311	\$26,162,272
1N	4th	SR 99 to Lake	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,800,000	\$360,000	\$1,440,000	\$24,722,272
1O	Ave 12	SR 99 to Road 32	2 to 4 lanes	\$12,200,000	\$2,440,000	\$9,760,000	\$14,962,272
1P	Rd 29 ¹¹	Ave 12 to Ave 13	2 to 4 lanes and realignment	\$9,567,994	\$3,828,057	\$5,739,937	\$9,222,335
1Q	Gateway	At SR 99	Reconstruct/widen interchange	\$6,650,000	\$0	\$6,650,000	\$2,572,335
				\$283,114,139	\$121,332,474	\$161,781,665	
TIER 2 PROJECTS (if funding available)⁶							
2A	Cleveland	Tozer to Lake	Restripe to 4 lanes	\$280,000	\$280,000	\$0	\$0
2B	Children's Blvd	SR 41 NB Ramps to Peck Blvd.	6 to 8 lanes	\$3,800,795	\$3,800,795	\$0	\$0
2C	Ave 12	SR 41 to North Rio Mesa Blvd	2 to 6 lanes	\$2,451,208	\$2,451,208	\$0	\$0
2D	Airport	Ave 17 to Yeager	Restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2E	Children's Blvd	Road 401/2 to Peck Blvd	2/4 to 6 lanes	\$2,280,000	\$2,280,000	\$0	\$0
2F	Cleveland	Lake to Rd. 26 (Country Club Dr.)	Restripe to 4 lanes	\$30,000	\$30,000	\$0	\$0
2G	Schnoor	Trevor to Sunset	Pavement rehab & restripe to 4 lanes	\$830,000	\$830,000	\$0	\$0
2H	Yeager	Airport to Falcon	Pavement rehab & restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2I	Ave 10	Road 401/2 to SR 41	2 to 4 lanes	\$4,336,462	\$4,336,462	\$0	\$0
2J	Peck	At Children's Blvd	2 to 6 lanes	\$2,933,441	\$2,933,441	\$0	\$0
2K	Rd 30 1/2	Ave 12 to Ave 13	2 to 4 lanes	\$4,830,687	\$4,830,687	\$0	\$0
2L	Sunset/4th	RR Xing/K to SR 99	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,600,000	\$320,000	\$1,280,000	\$0
2M	Lake	4th to Cleveland	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2N	Sunrise	B Street to Road 28	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2O	SR 41	NB On Ramp/SR 41 @ Children's Blvd	1 to 2 lanes	\$20,200,000	\$20,200,000	\$0	\$0
2P	SR 41	Madera County Ln to Ave 10	4 to 6 lanes	\$4,700,000	\$4,700,000	\$0	\$0
2Q	Cleveland	Rd 26 to SR 99	Reconstruct/widen from 4 to 6 lanes w/RR Xing	\$8,300,000	\$1,660,000	\$6,640,000	\$0
2R	Fig Tree Overpass ¹²	Over SR 99	Overpass	\$10,800,000	\$10,800,000	\$0	\$0
2S	Avenue 26 ¹²	SR 99 to Coronado	Widen to 4 lanes	\$5,400,000	\$5,400,000	\$0	\$0
				\$76,512,593	\$66,032,593	\$10,480,000	
				\$359,626,732	\$187,365,067	\$172,261,665	

Measure T ½ Cent Transportation Sales Tax Program – 2017 Strategic Plan

- 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 State Board Equalization began collecting Measure T funds on April 1, 2007. As a result, claims for reimbursement will only be approved for project work, which was initiated after April 1, 2007.

- **Monitoring/Reporting Requirements**

Local agencies or the Authority claiming Measure T Regional Streets and Highways Subprogram funds will be required to submit annual reports regarding the expenditure of Subprogram funds for Tier 1 projects during preparation of the Authority’s Annual Work Program (AWP). It will be necessary for the Authority to identify and account for Measure T expenditures and to identify how well Measure T funds have “leveraged” other funds for Measure transportation projects and programs.

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

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

- **Audit Process**

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



APPENDIX A

MEASURE T

STRATEGIC PLAN DEFINITIONS

Annual Work Program (AWP)

A listing of annual allocations of Measure T Local Transportation Revenue Funds by Investment Plan Program. This is an annual programming document that identifies allocations of estimated and collected Measure T funds by the State of California to the Authority. The Authority then identifies the Local Transportation Revenue Fund allocations to each local agency for programs covered by Local Transportation Revenue Funds.

Annual Expenditure Plan (AEP)

A listing of annual allocations of Measure T Local Transportation Revenue Funds prepared by local agencies to identify the projects and/or programs that will be delivered using local Measure T funds.

Authority

As used in this document, Authority refers to the Madera County Transportation Authority (Authority).

Eligible Projects and/or Programs

Local agencies shall identify projects and/or programs to be funded using Measure T Local Transportation Revenue Funds in local CIPs or Annual Expenditure Programs (AEPs) or through passage of a Resolution by a local agency adopting a project or list of projects and/or programs for which Measure T funding will be allocated consistent with the Final 2006 ½ Cent Transportation Sales Tax Measure Investment Plan's Implementing Guidelines. Local Agency CIPs, AEPs or Resolutions must be reviewed by the public prior to approval by the local agency. If a local agency does not prepare or approve a CIP, AEP or a Resolution that includes Measure T Local Transportation Revenue Funds, the local agency must review the list of projects and/or programs to be funded with Measure T Local Transportation Revenue Funds with the public prior to expenditure of such funds to eligible projects and/or programs.

Implementing Guidelines

A guidance document included as Appendix B in the 2006 ½ Cent Transportation Sales Tax Measure Investment Plan that identifies investment objectives, eligible investments, and other details related to each of the funding programs included in the Investment Plan.

Investment Plan

A planning document that identifies Measure T funding programs and program fund estimates. This document does not include a listing of projects and/or programs to be funded using Measure Local Transportation Revenue Funds. The Plan also includes Implementing Guidelines to be applied by the Authority to develop the Strategic Plan including Guidelines for programs to be implemented by local agencies using Measure T Local Transportation Revenue Funds.

Local Agency refers to the following agencies:

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

Local Transportation Revenue Fund and Programs

A set of Measure T funds that are specifically allocated to local agencies based upon estimates of, and actual Measure T proceeds and population estimates. Measure T Local Transportation Revenue Funds are defined as funds from the following Measure T 2006 ½ Cent Transportation Sales Tax Measure Investment Plan Funding Programs:

- ◆ Regional Rehabilitation/Reconstruction/Maintenance Program
- ◆ Safe Routes to School and Jobs Program
- ◆ Transit Enhancement Program
- ◆ Environmental Enhancement Program
- ◆ Administration/Planning Program

Maintenance, Reconstruction, and Rehabilitation

As per AB 2928 (Proposition 42) language for local agency allocations (Revenue & taxation code, Section 7104 (e). Funds allocated to a city, county..... shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

- ◆ "Maintenance" means either or both of the following:
 - patching
 - overlay and sealing
- ◆ "Rehabilitation" means street resurfacing, crackfilling, sidewalk and sidewalk ramp replacement, utility dig up and other similar activities.
- ◆ "Reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3-R (reconstruction, resurfacing, and rehabilitation) projects and/or programs that are not on a freeway but does not include widening for the purpose of increasing the traffic capacity of a street or highway
- ◆ "Storm Damage" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and reconstruction of drainage improvements to mitigate future roadway flooding and damage problems.

MCTA Technical Advisory Committee (TAC)

A standing technical committee that meets monthly, one week prior to the Authority, to review and discuss information submitted to the Board of Directors. The (TAC) shall review and comment on staff recommendations that pertain to the Measure T Strategic Plan, Annual Work Program, Authority Procedures, and other related documents, policies, and programs. The purpose of the Technical Advisory Committee is to prioritize infrastructure investments in the Investment Plan and to undertake other technical reviews as requested by the Commission. The Technical Advisory Committee shall consist of:

- 1) County of Madera Road Commissioner
- 2) County of Madera Planning Director
- 3) City of Madera Engineer
- 4) City of Madera Planning Director
- 5) City of Chowchilla Administrator
- 6) City of Chowchilla Engineer
- 7) Caltrans District 06
- 8) Tribal Representative
- 9) MCTA Staff
- 10) Local Agency Project Program Managers

Officers

The term officers, as used herein, signify the administrative staff of the Authority.

Officials

The term officials, as used herein, describes the policy making persons of the Authority. This includes the members of the Board of Directors.

Strategic Plan

A five-year planning document that identifies Measure T funding programs and planned regional projects and/or programs, their estimated cost and the fiscal year of construction. This document does not include a listing of projects and/or programs to be funded using Measure T Local Transportation Revenue Funds. The document is the principal planning and financing statement of the Authority. The Strategic Plan is developed from information collected by Authority staff for all Measure T Programs. This document is updated every second year.

Transportation-Related Project

A transportation-related project is a project that is directly or indirectly related to transportation modes, systems, programs, and/or projects.



APPENDIX B
MEASURE T
REGIONAL STREETS AND HIGHWAYS PROJECTS
AND FUNDING STRATEGY

Measure T ½ Cent Transportation Sales Tax Program – 2007 Strategic Plan
Madera County Transportation Authority

Measure T Regional Program - Phase II (2015-2026)																					Environmental	
SCENARIO 1																					Approval	
	201	201	201	201	201	202	202	202	202	202	202	202	202	Total	R	Const	E & P	PS & E	RW Sup	Con Sup		
Oakhurst Mid-Town Connector																						
Measure T Regional														\$ 3,675,000		\$ 3,675,000						
Measure T Flexible	\$ 300,000	\$ 600,000	\$ 810,000	\$ 2,115,000										\$ 3,825,000	\$ 810,000	\$ 2,115,000	\$ 300,000	\$ 600,000				
STI														\$ -								
	\$ 300,000	\$ 600,000	\$ 810,000	\$ 5,790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000								
SR 233 Interchange Operational Improvements																						
Measure T Regional														\$ 7,600,000		\$ 7,600,000						
Measure T Flexible	\$ 300,000	\$ 1,100,000				\$ 2,350,000	\$ 1,150,000							\$ 4,900,000	\$ 2,350,000	\$ 1,150,000	\$ 700,000	\$ 700,000				
STI														\$ -								
	\$ 300,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 2,350,000	\$ -	\$ 8,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500,000								
Road 200 Phase III																						
Measure T Regional													\$ 2,700,000			\$ 2,700,000						
Measure T Flexible													\$ 2,800,000		\$ 90,000	\$ 1,760,000	\$ 200,000	\$ 300,000	\$ 10,000	\$ 440,000		
STIP													\$ -									
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500,000	\$ 5,500,000									
Avenue 7 Reconstruction																						
Measure T Regional													\$ 4,800,000			\$ 4,800,000						
Measure T Flexible													\$ 4,988,000			\$ 4,988,000						
STIP													\$ -			\$ -						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,788,000	\$ 9,788,000								
Cleveland Ave Widening																						
Measure T Regional													\$ 1,600,000			\$ 1,600,000						
Measure T Flexible													\$ 1,800,000		\$ 70,000	\$ 1,275,000	\$ 80,000	\$ 375,000				
Other													\$ 350,000			\$ 350,000						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000								
Gateway Ave Widening																						
Measure T Regional													\$ 2,940,000			\$ 2,940,000						
Measure T Flexible													\$ 3,160,000		\$ 132,000	\$ 2,253,000	\$ 125,000	\$ 650,000				
Other													\$ 2,500,000			\$ 2,500,000						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,600,000								
Measure T	\$ -	\$ -	\$ -	\$ 3,675,000	\$ -	\$ -	\$ -	\$ 7,600,000	\$ 2,700,000	\$ -	\$ 4,800,000	\$ 1,600,000	\$ 2,940,000	\$ 23,315,000								
Measure T	\$ 600,000	\$ 1,700,000	\$ 810,000	\$ 2,115,000	\$ -	\$ 2,350,000	\$ -	\$ 1,150,000	\$ 2,800,000	\$ -	\$ 4,988,000	\$ 1,800,000	\$ 3,160,000	\$ 21,473,000								
STIP/Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,850,000								
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,638,000								
Total Measure	\$ 600,000	\$ 1,700,000	\$ 810,000	\$ 5,790,000	\$ -	\$ 2,350,000	\$ -	\$ 8,750,000	\$ 5,500,000	\$ -	\$ 9,788,000	\$ 3,400,000	\$ 6,100,000	\$ 44,788,000								
*Totals are reflected in year of																						
Flexibl																						
Count				\$ 11,613,000																		
Mader				\$ 4,960,000																		
Chowchill				\$ 4,900,000																		
				\$ 21,473,000																		

Measure T ½ Cent Transportation Sales Tax Program – 2007 Strategic Plan
Madera County Transportation Authority

Measure T Regional Program - Phase II (2015-2026)																					
SCENARIO 2																					
	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
SR 233 Interchange Operational Improvements																					
Measure T Regional						\$ 7,600,000								\$ 7,600,000		\$ 7,600,000					
Measure T Flexible	\$ 300,000	\$ 1,100,000	\$ 2,350,000			\$ 1,150,000								\$ 4,900,000	\$ 2,350,000	\$ 1,150,000	\$ 700,000	\$ 700,000			
STIP														\$ -							
	\$ 300,000	\$ 1,100,000	\$ 2,350,000	\$ -	\$ -	\$ 8,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500,000							
Oakhurst Mid-Town Connector																					
Measure T Regional								\$ 3,675,000						\$ 3,675,000		\$ 3,675,000					
Measure T Flexible	\$ 300,000	\$ 600,000					\$ 810,000	\$ 2,115,000						\$ 3,825,000	\$ 810,000	\$ 2,115,000	\$ 300,000	\$ 600,000			
STIP														\$ -							
	\$ 300,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 810,000	\$ 5,790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000							
Road 200 Phase III																					
Measure T Regional									\$ 2,700,000					\$ 2,700,000		\$ 2,700,000					
Measure T Flexible									\$ 2,800,000					\$ 2,800,000	\$ 90,000	\$ 1,760,000	\$ 200,000	\$ 300,000	\$ 10,000	\$ 440,000	
STIP														\$ -							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500,000	\$ -	\$ -	\$ -	\$ -	\$ 5,500,000							
County Project #3																					
Measure T Regional											\$ 4,800,000			\$ 4,800,000							
Measure T Flexible											\$ 4,988,000			\$ 4,988,000							
STIP														\$ -							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,788,000	\$ -	\$ -	\$ 9,788,000							
Cleveland Ave Widening																					
Measure T Regional												\$ 1,600,000		\$ 1,600,000		\$ 1,600,000					
Measure T Flexible												\$ 1,800,000		\$ 1,800,000	\$ 70,000	\$ 1,275,000	\$ 80,000	\$ 375,000			
Other												\$ 350,000		\$ 350,000		\$ 350,000					
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000							
Gateway Ave Widening																					
Measure T Regional													\$ 2,940,000	\$ 2,940,000		\$ 2,940,000					
Measure T Flexible													\$ 3,160,000	\$ 3,160,000	\$ 132,000	\$ 2,253,000	\$ 125,000	\$ 650,000			
Other													\$ 2,500,000	\$ 2,500,000		\$ 2,500,000					
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,600,000							
Measure T Regional	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,600,000	\$ -	\$ 3,675,000	\$ 2,700,000	\$ -	\$ 4,800,000	\$ 1,600,000	\$ 2,940,000	\$ 23,315,000							
Measure T Flexible	\$ 600,000	\$ 1,700,000	\$ 2,350,000	\$ -	\$ -	\$ 1,150,000	\$ 810,000	\$ 2,115,000	\$ 2,800,000	\$ -	\$ 4,988,000	\$ 1,800,000	\$ 3,160,000	\$ 21,473,000							
STIP/Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 2,500,000	\$ 2,850,000							
														\$ 47,638,000							
Total Measure T	\$ 600,000	\$ 1,700,000	\$ 2,350,000	\$ -	\$ -	\$ 8,750,000	\$ 810,000	\$ 5,790,000	\$ 5,500,000	\$ -	\$ 9,788,000	\$ 3,400,000	\$ 6,100,000	44,788,000							
*Totals are reflected in year of construction																					
Flexible						\$ 11,613,000															
County						\$ 4,960,000															
Madera						\$ 4,900,000															
Chowchilla						\$ 21,473,000															



APPENDIX C
MEASURE T
REGIONAL PROGRAM CLAIM FOR FUNDING



MEASURE "T" CLAIM FORM - Regional Program

 Jurisdiction

 Date

 Fiscal Year

Measure T Program	Amount
Regional Streets and Highways Program	
Flexible Program	

Project _____

Description of Expenditure(s) (Please include all supporting documentation)

1		\$
2		\$
3		\$
Total		\$ _____

 Authorized Signature of Claimant

 MCTA Authorizing Signature



APPENDIX D
MEASURE T
SIGNAGE SPECIFICATIONS

Your Local Sales Tax Dollars at Work



**Street:
Limits:**

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

Your Local Sales Tax Dollars at Work



**A County of Madera Project
*Safer, Quicker, Better Roads***

Your Local Sales Tax Dollars at Work



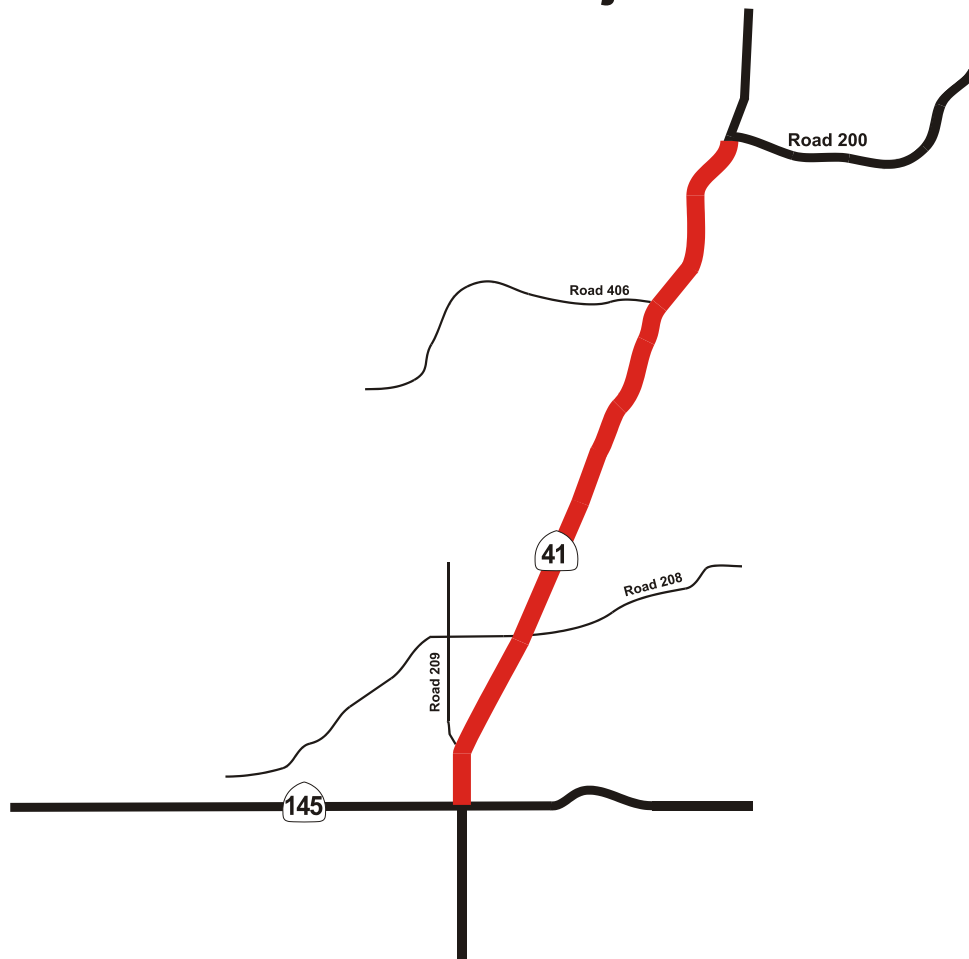
Measure T Funds: \$

A City of Madera Project
Safer, Quicker, Better Roads



APPENDIX E
MEASURE T
ELIGIBLE PROJECTS

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



PROJECT 1A
SR 41
BETWEEN SR 145 AND ROAD 200

 **Construct Passing Lanes**

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

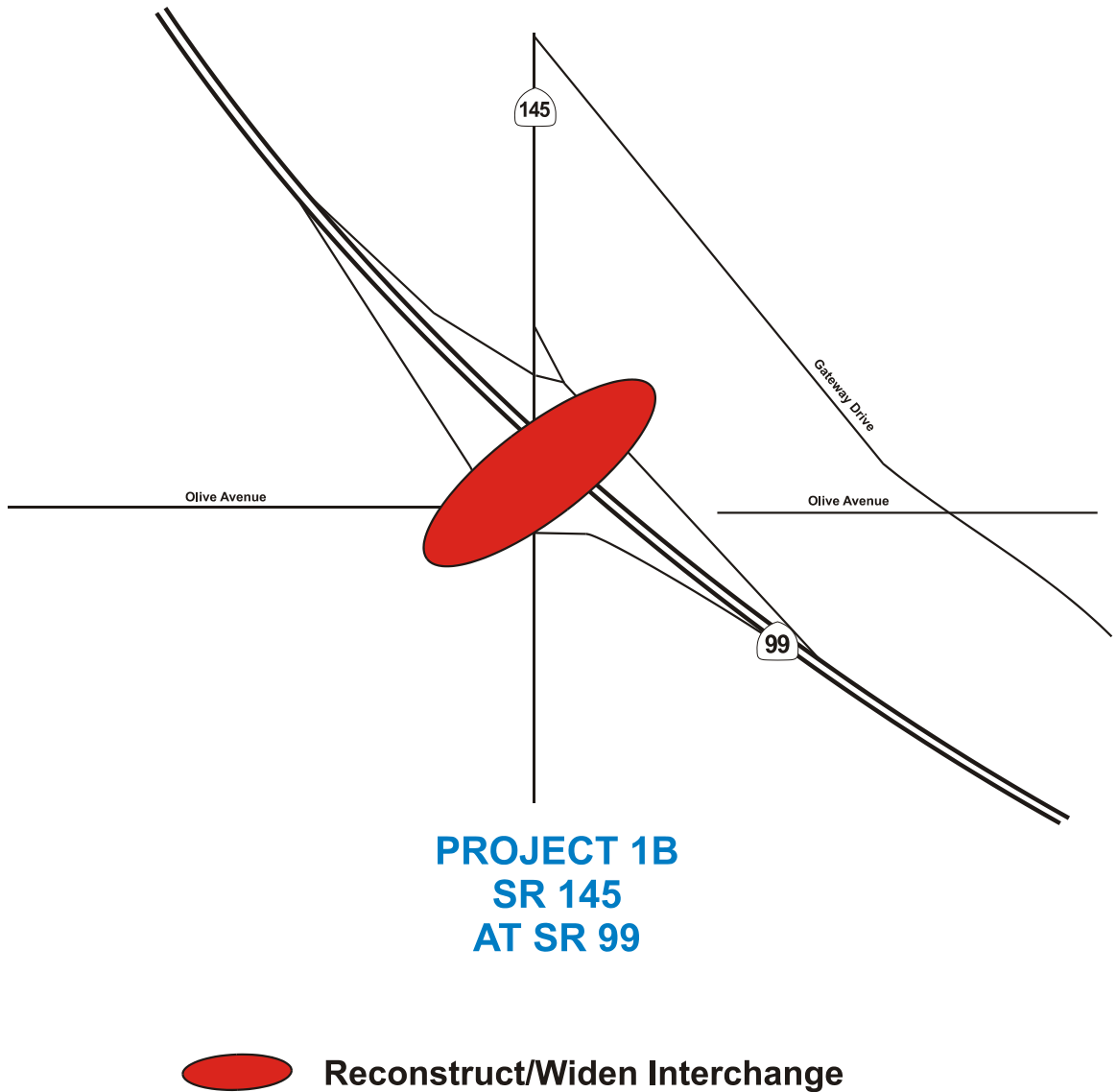
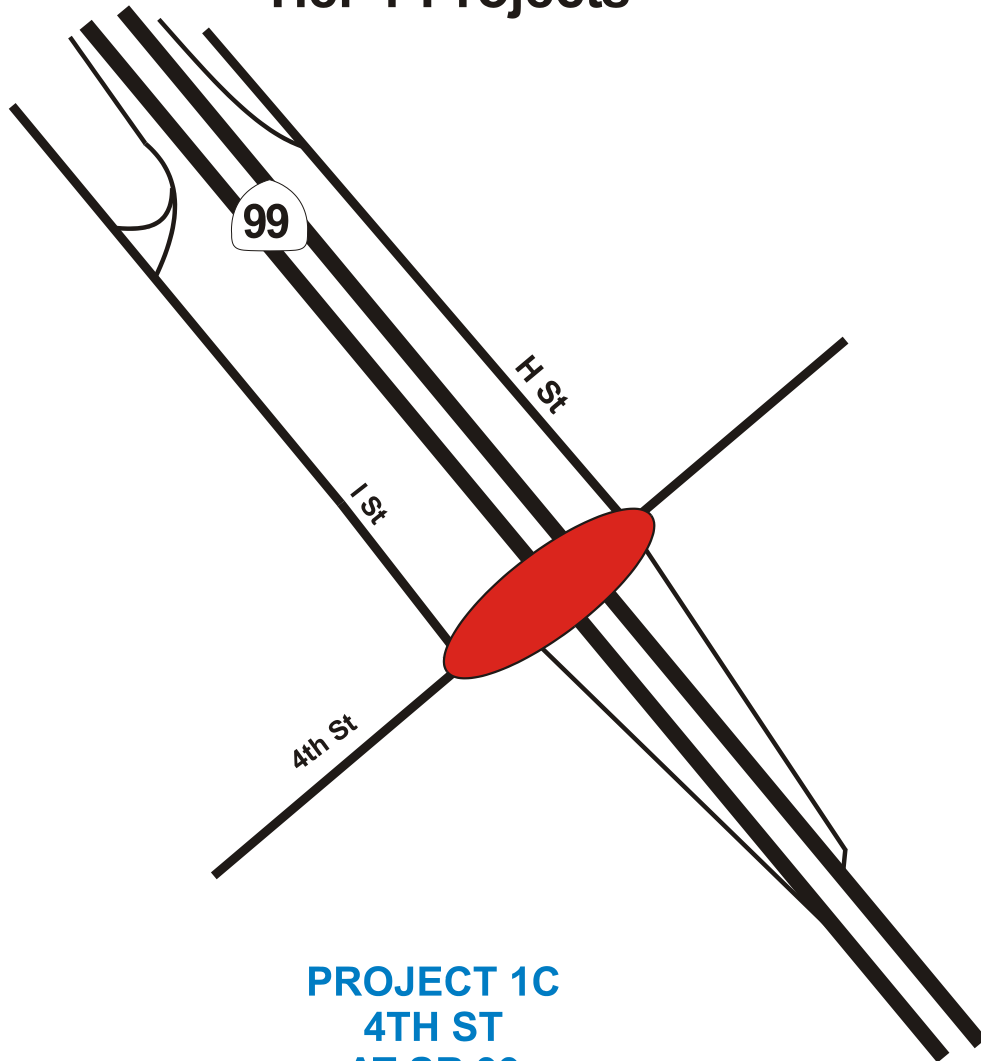
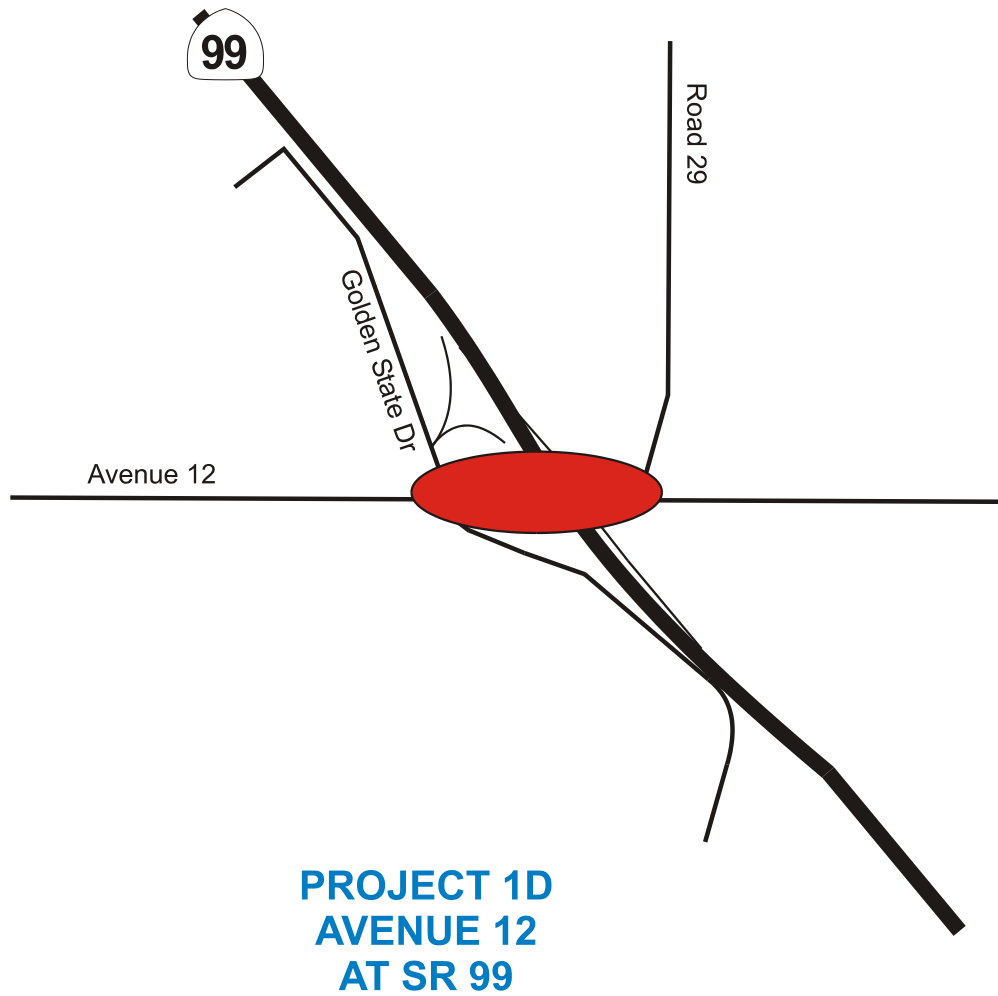


FIGURE 3
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



 **Reconstruct/Widen Interchange**

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

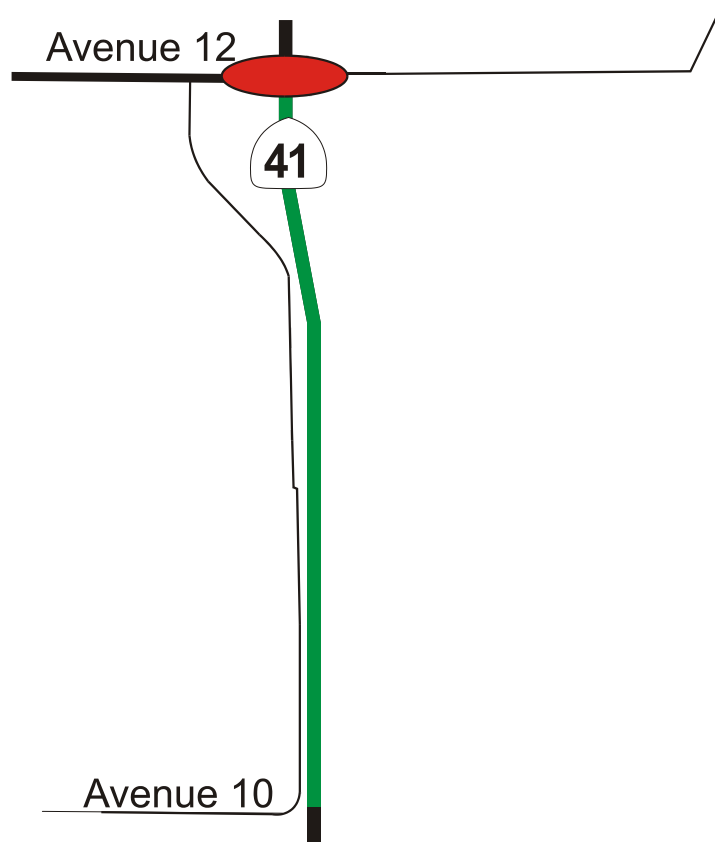


PROJECT 1D
AVENUE 12
AT SR 99



Reconstruct/Widen Interchange

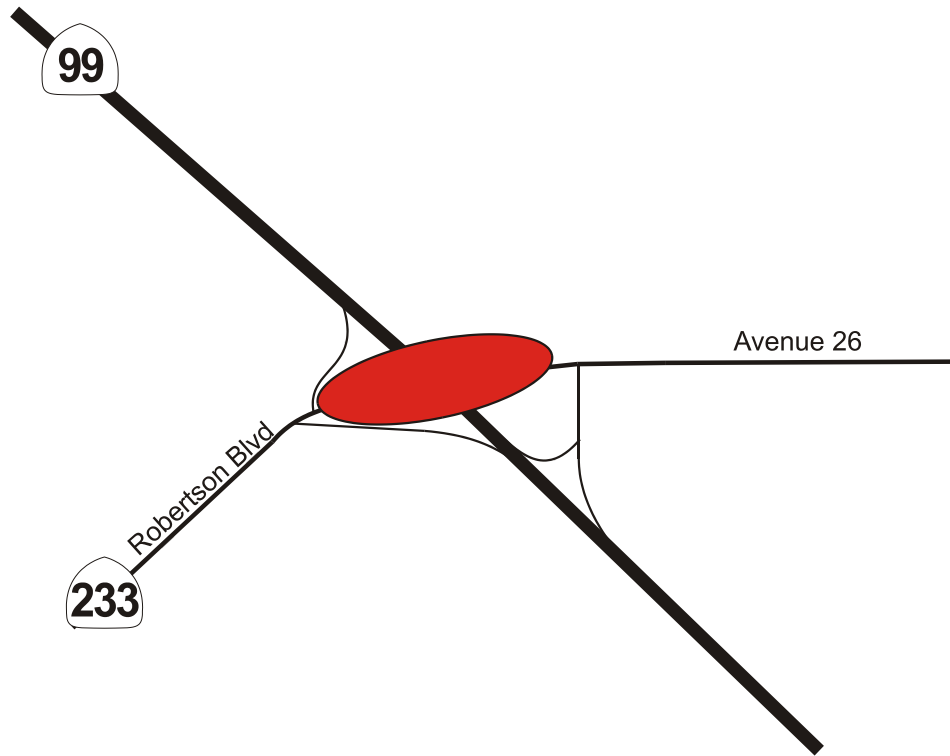
FIGURE 5
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



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

-  **Build Interchange**
-  **Extend Freeway**

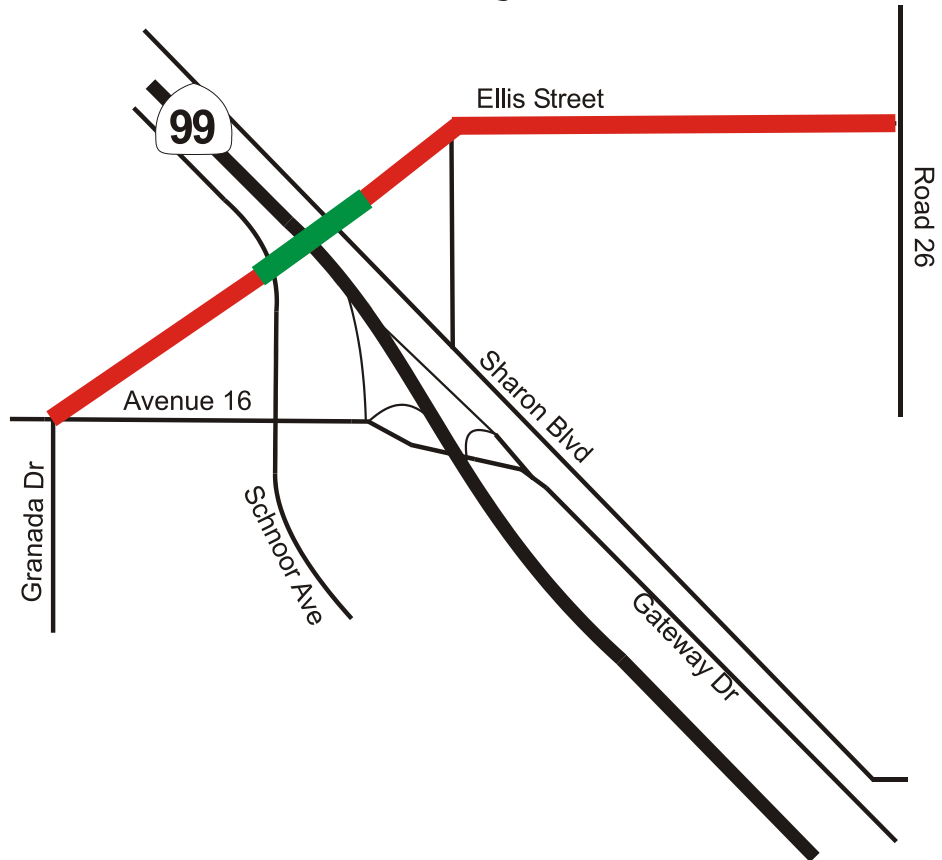
FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

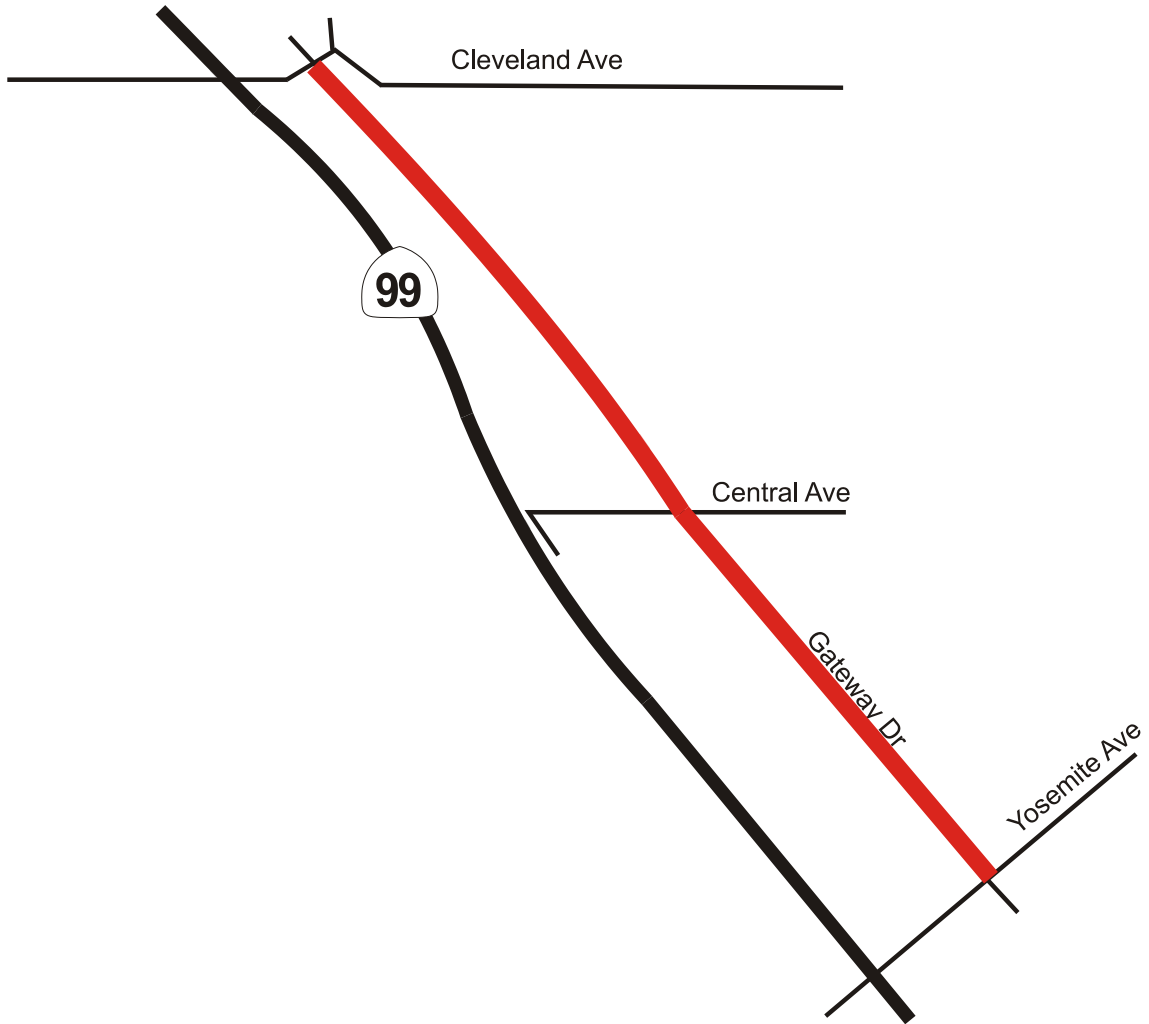
FIGURE 7
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



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

- Reconstruct/Extend Street**
- Construct Overcrossing**

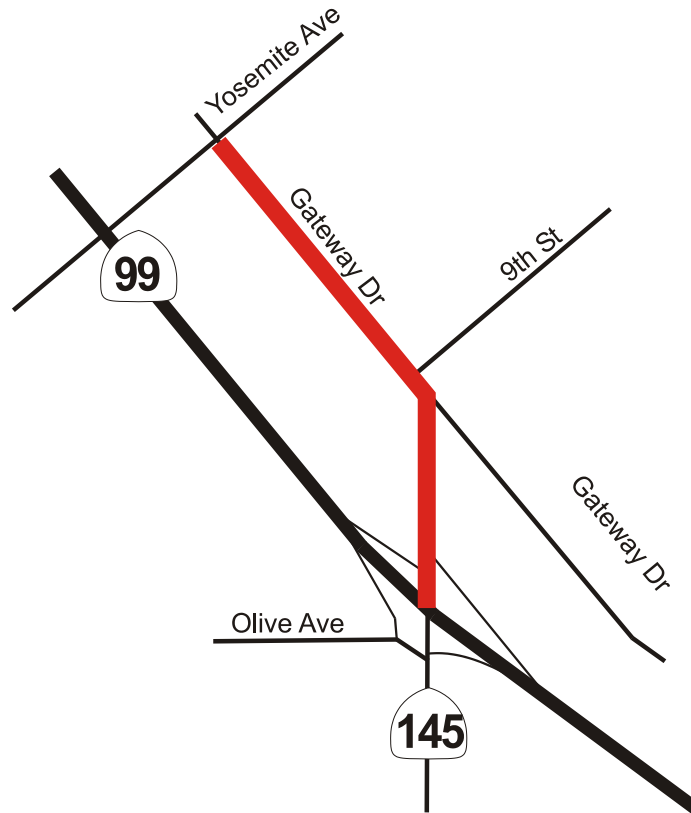
FIGURE 8
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1H
GATEWAY AVENUE
BETWEEN CLEVELAND AND YOSEMITE

■ Reconstruct/Widen From 2 to 4 Lanes

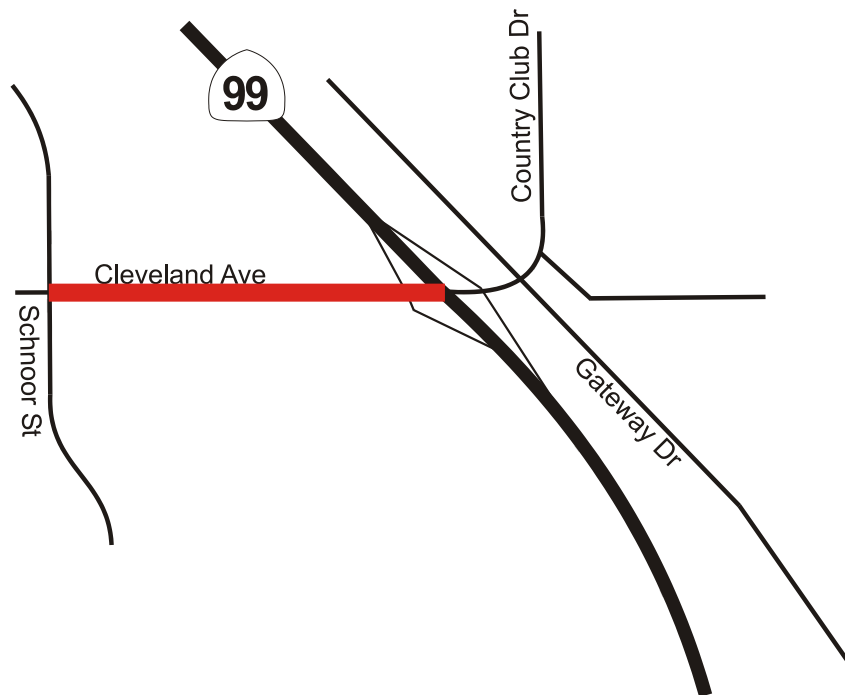
FIGURE 9
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 11
GATEWAY(SR 145)
BETWEEN YOSEMITE AND SR 99

■ Reconstruct/Widen From 2 to 4 Lanes

FIGURE 10
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1J
CLEVELAND AVENUE
BETWEEN SCHNOOR AND SR 99

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

Figure 11

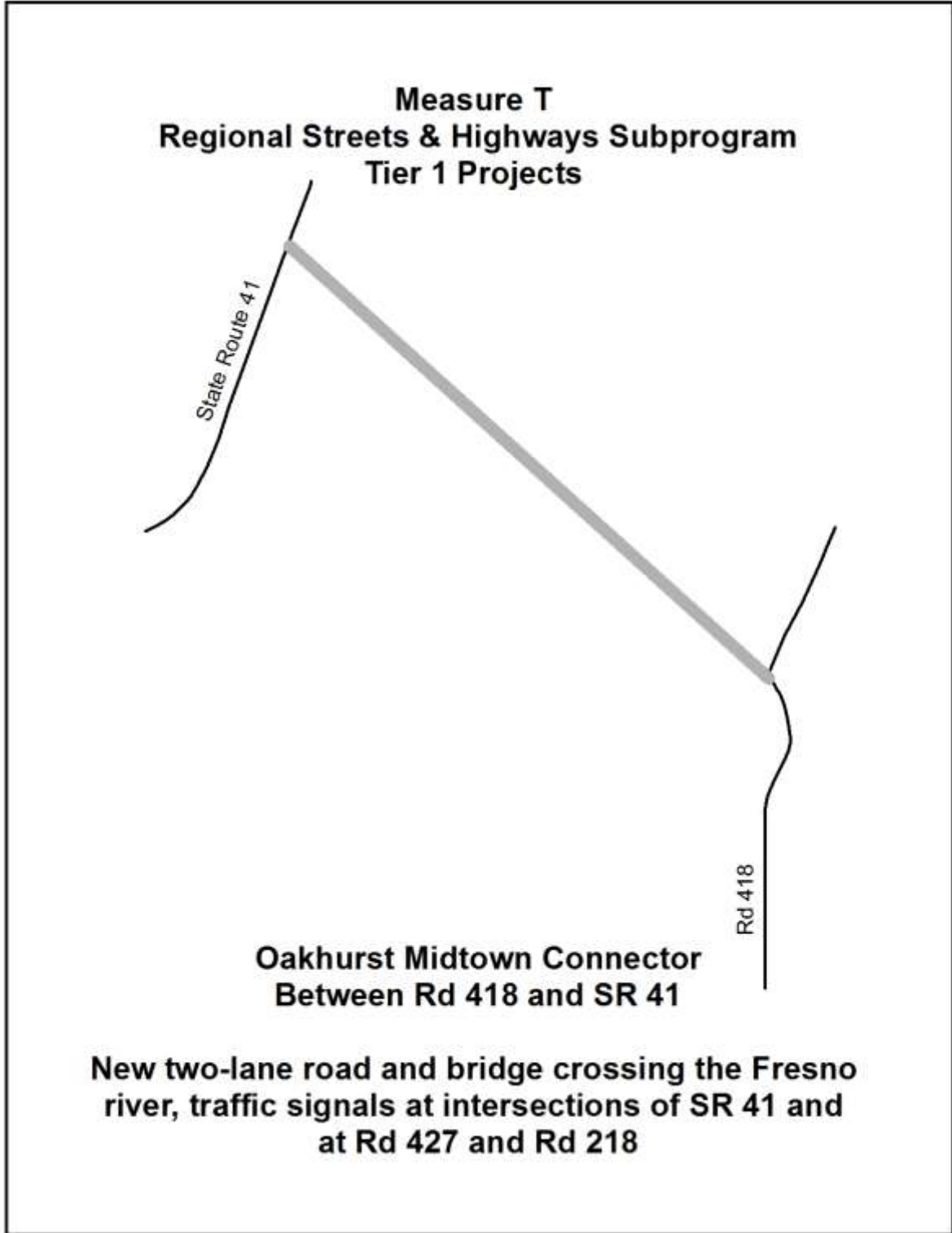
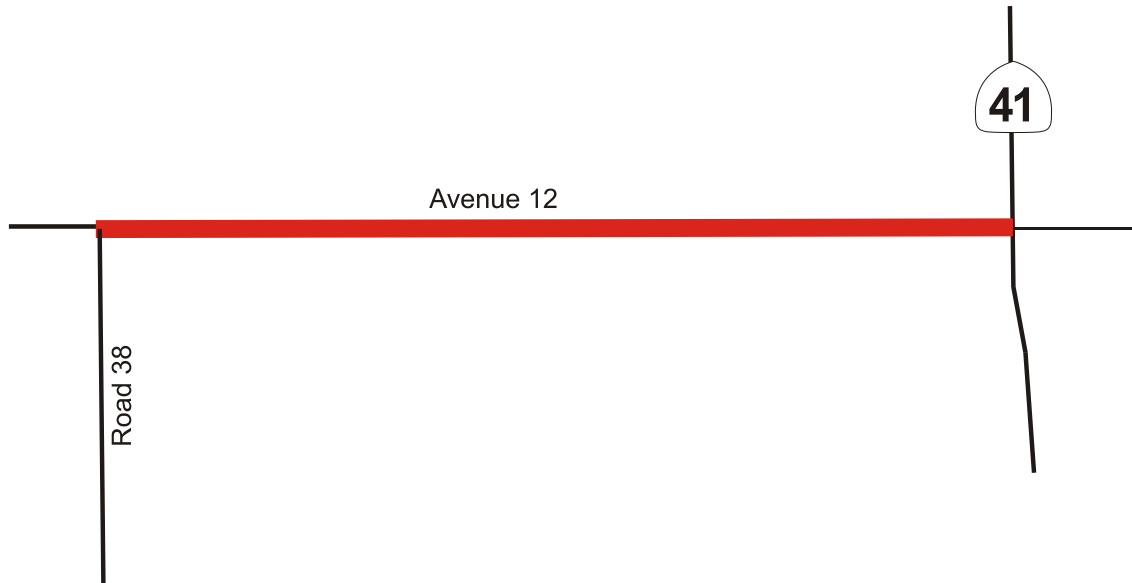


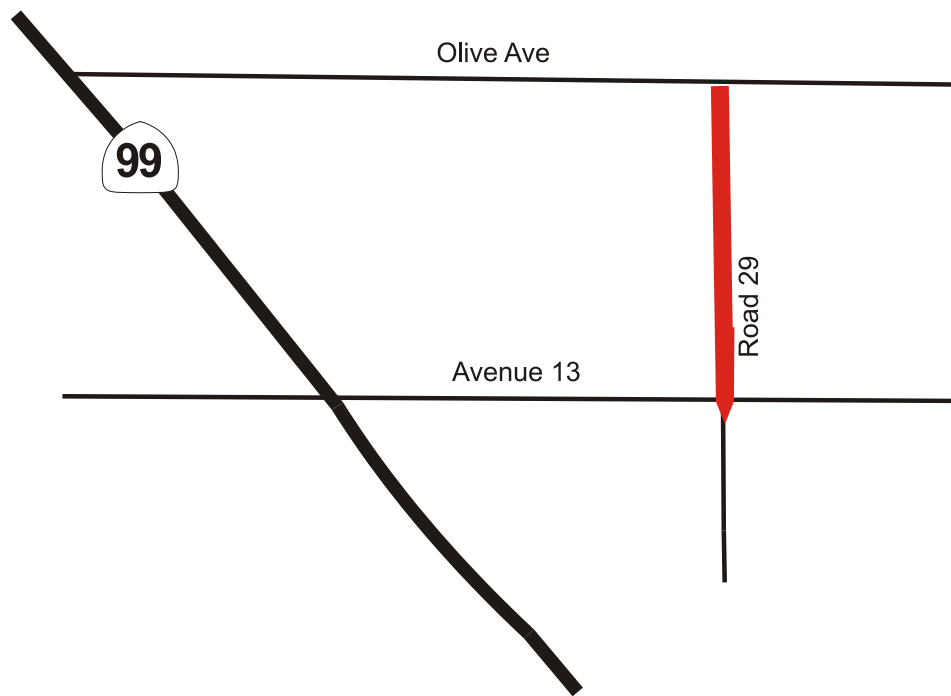
FIGURE 12
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1L
AVENUE 12
BETWEEN ROAD 38 TO SR 41

■ Widen From 2 to 4 Lanes

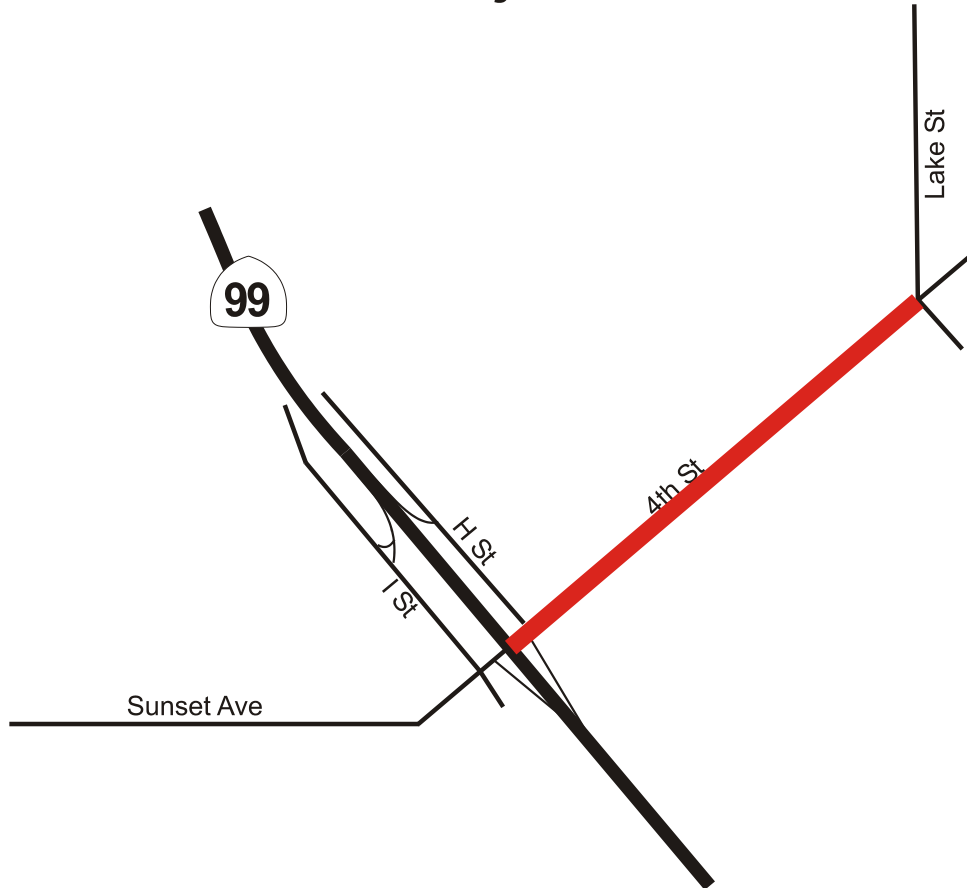
FIGURE 13
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1M
ROAD 29
BETWEEN OLIVE AVENUE AND AVENUE 13

■ Widen From 2 to 4 Lanes

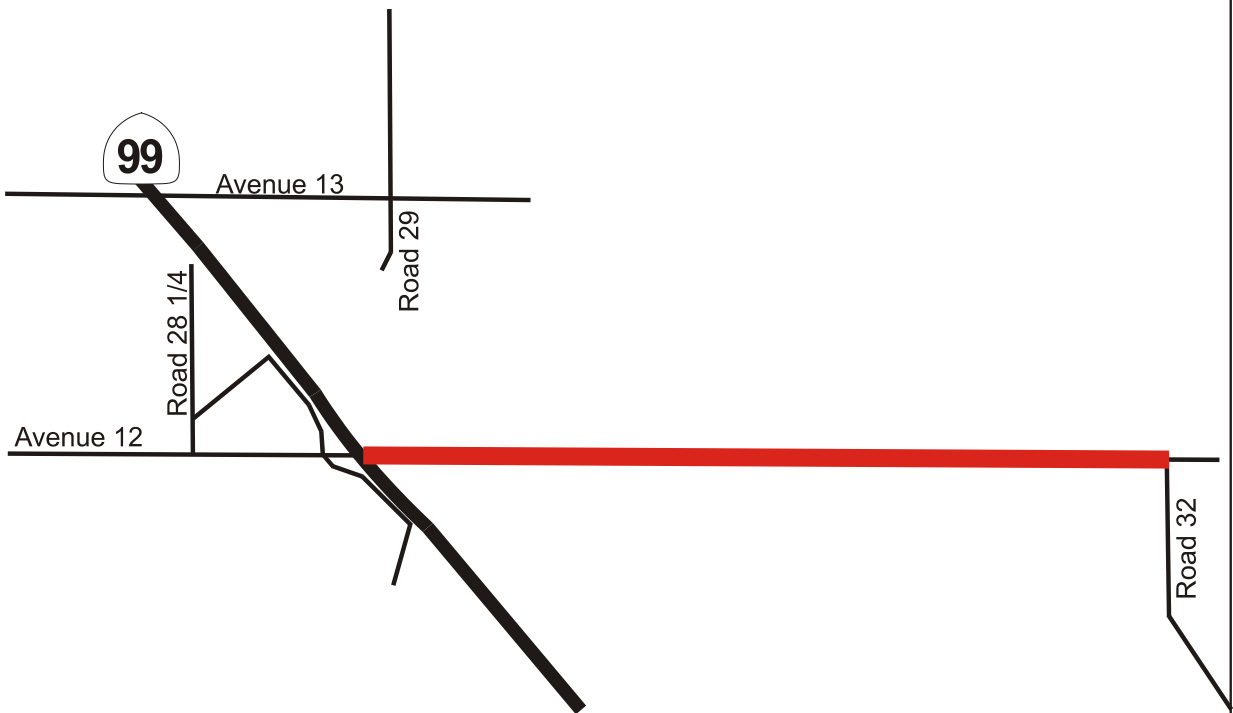
FIGURE 14
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



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

■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

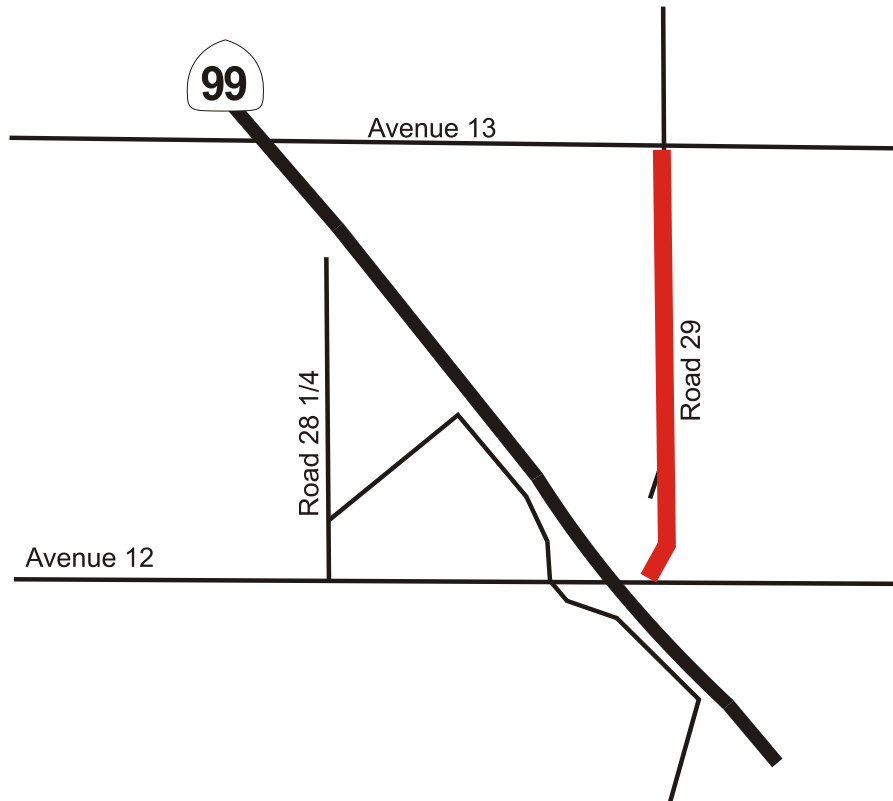
FIGURE 15
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 10
AVENUE 12
BETWEEN SR 99 AND ROAD 32

 **Widen From 2 to 4 Lanes**

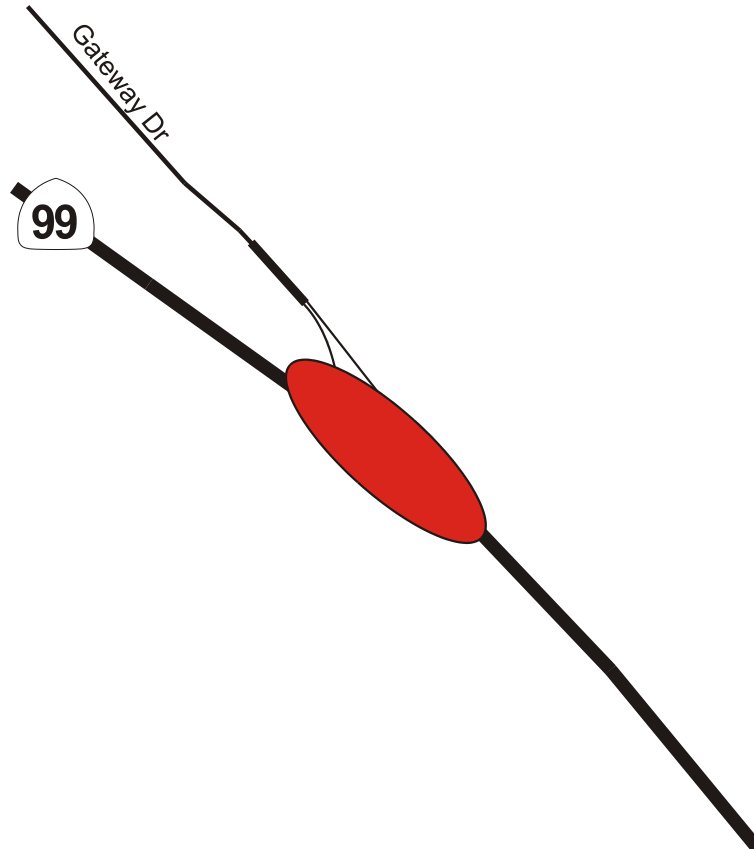
FIGURE 16
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



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



PROJECT 1Q
GATEWAY DR
AT SR 99

 **Reconstruct/Widen Interchange**

Figure 18

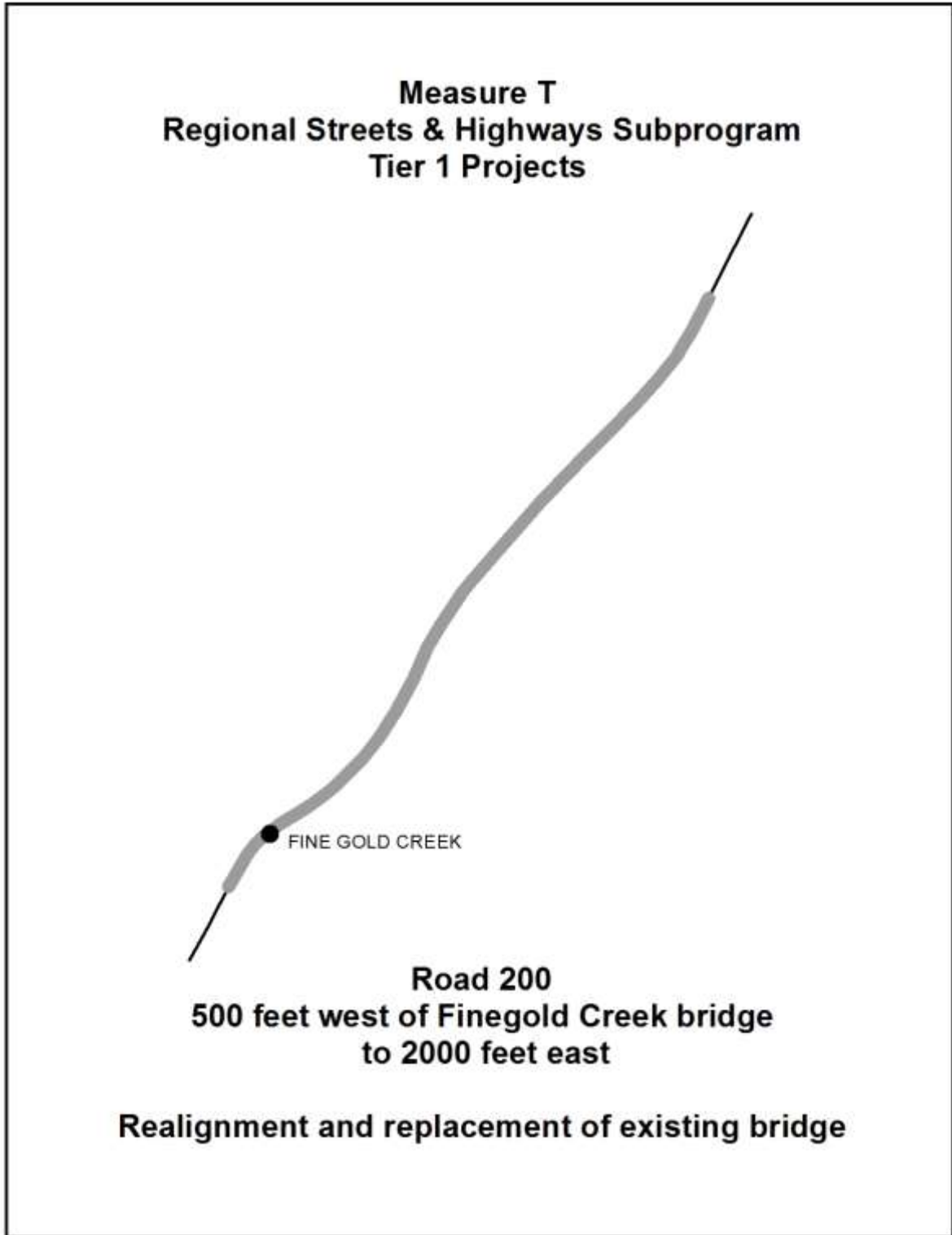


Figure 19

