

*FINAL*

*2006 ½ Cent Transportation Sales  
Tax Measure Investment Plan*

June 21, 2006



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# *2006 ½ Cent Transportation Sales Tax Measure Investment Plan*

**Prepared for:**

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**Approved as a Draft by:**

Madera ½-Cent Sales Tax  
For Transportation Measure Steering Committee  
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# Introduction

The Madera County 1/2 Cent Transportation Sales Tax Measure Investment Plan was prepared to:

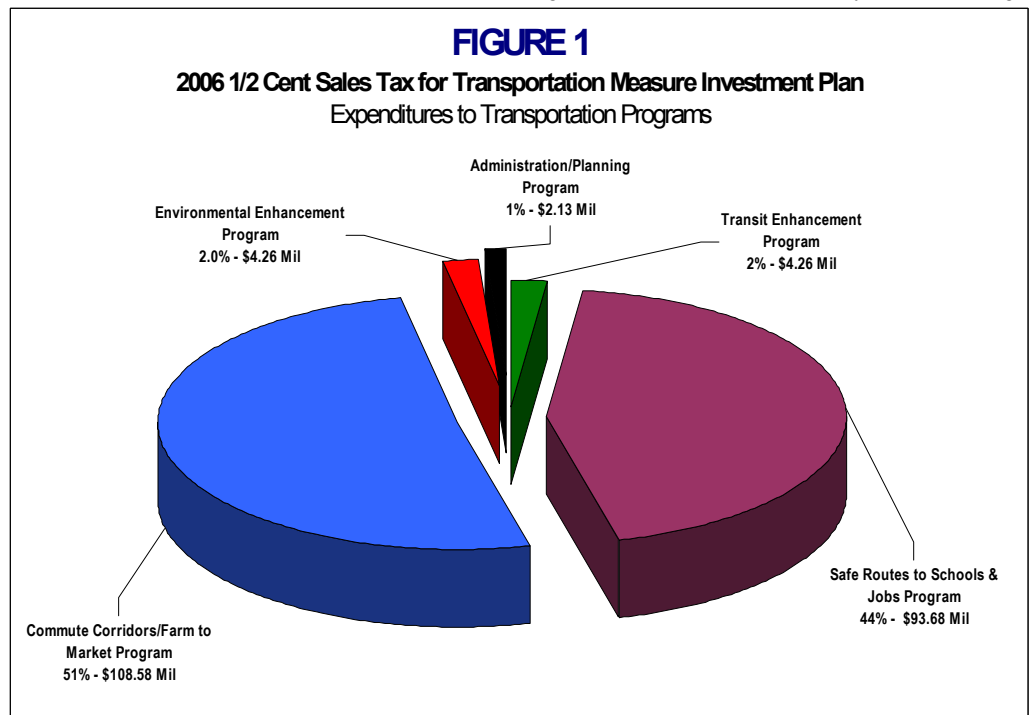
**guide the investment of more than \$213 million in transportation funds generated through continuation of Madera County's half-cent transportation sales tax over the next 20 years, if approved by voters in the November 2006 election.**

Madera County's previous Measure "A" Program, voter approved in 1990, expired in September 2005. This new Investment Plan, developed by a Steering Committee representing diverse community interests, will address major regional transportation needs in Madera County through the Year 2027. The Steering Committee thoroughly considered needs identified by voters and community residents during development of the Plan. To ensure the Plan addressed transportation needs of all County residents, the Steering Committee:

- Adhered to requirements contained in the Public Utilities Code 180000
- Reviewed Measure programs recently passed in other counties (best practices review)
- Listened to presentations regarding transportation needs

## Overview-The Investment Plan

Figure 1 provides an overview of the proposed Measure Investment Plan funding expenditures approved by the Steering Committee. The 20-year Measure funding is expected to generate to a total of \$212,900,000. A majority of this amount (\$159,675,000 or 75% of the Measure) is allocated to the local jurisdictions including Madera County, and the cities of Madera and Chowchilla based on population size and will be allocated to the agencies in separate interest bearing accounts. The allocation between the three local agencies is 57.77%, 36.06%, and 6.17%, respectively. These population shares will likely change over time as growth occurs throughout the County and within each of the cities.



Referencing Figure 1, the allocations consider a "multi-modal" transportation program, as follows:

- 51% of the expected Measure funds are allocated to the Commute Corridors / Farm to Market Program (Regional Transportation Program) and are directed to meet the improvement needs of regional streets and highways and to accelerate delivery of streets and highways projects delayed due to shortage of funding.

- 44% of the funds are directed to the Safe Routes to Schools and Jobs Program (Local Transportation Program). The majority of the resources is aimed at meeting scheduled street maintenance (including Maintenance Districts), rehabilitating aged local systems, and could be applied to increase road capacity, provide for pedestrian/bicycle improvements and public transit enhancements or for other transportation improvements. Within this category, an allocation of 0.5% is directed to Americans with Disabilities Act (ADA) compliance.
- The remaining 5% of the total expected Measure funding are directed to other programs such as program administration and planning activities, environmental mitigation program and transit enhancement program.

Details regarding the implementation of each of the programs are provided in Appendix A and B.

## *Responding to Core Values*

Two-thirds (67%) voter approval is necessary to pass the Measure in November 2006. In order to ensure that Steering Committee members were on target with this Investment Plan, voters and community residents were initially surveyed by Evans/McDonough Associates to determine support for a new Measure. Voters were surveyed again to confirm support for proposed Investments.

***The latest voter poll results indicate that the Measure has a broad base of support (at least 70% of the likely voters) because the transportation programs contained in the Measure reflect “core values” identified through the survey such as:***

- Maintaining a vibrant economy
- Cleaning our air
- Local control of Measure funds
- Leveraging matching funds from federal and State sources
- Having a Measure Citizens' Oversight Committee

Meeting the needs of Madera County residents requires leveraging federal and State investments with local resources. Even with passage of the Measure there will not be enough funding available to address the more than \$1.3 billion in transportation needs. The Measure will generate slightly more than \$213 million over the next 20 years to address a portion of the need. Therefore leveraging additional federal and State dollars, beyond what the region expects, is critical.

## *Success of the Past Measure “A” Program*

Many changes to the existing transportation system have occurred since voters first approved Measure “A” in 1990. New and improved regional and local streets and highways have either been constructed or are currently programmed and shall be constructed by the local agencies to improve safety and travel flow. These improvements include:

- \$6.5 million of the approximate \$35 million in Measure “A” funds was allocated to SR 41 freeway improvements between the San Joaquin River and Avenue 12 (Madera County Project – Complete). The Measure funds leveraged an additional \$30 million from federal and State sources.
- Road 26 between City Limits and Avenue 17 (Madera County Project - Complete)
- Avenue 12 between Road 24 and SR 99 (County of Madera Project – Complete)
- Road 222 (Cheppo Saddle) (County of Madera Project – Complete)
- Road 426 between the Fresno River and Road 427 (County of Madera Project – Complete)
- SR 49 at Goldside (County of Madera Project – Complete)
- Schnoor Bridge in Madera (City of Madera Project - Complete)
- Sunrise between B St. and Road 28 (City of Madera Project - Complete)
- Cleveland at SR 99 Overcrossing (City of Madera Project - Complete)
- Chowchilla Boulevard (City of Chowchilla Project - Complete)

- Madera/Gateway/Almond at SR 99 (City of Madera Project - In Process)
- Avenue 17 between SR 99 and Hill Drive – (County of Madera Project – In Process)
- Road 26 between San Mateo Way and Avenue 18 - (County of Madera Project – In Process)
- 3<sup>rd</sup>, 5<sup>th</sup>, 15<sup>th</sup> & Ventura in Chowchilla (City of Chowchilla Project - In Process)
- Road 415 between SR 41 and Jennifer Way (Madera County – In Process)
- Road 200 between Spring Valley and Ladd Creek (Madera County - In Process)
- Road 200 between Ladd Creek and Fine Gold Creek (Madera County – In Process)

The Measure “A” program was widely viewed as one of the most important programs ever approved by voters in Madera County because it provided and continues to provide the opportunity to compete successfully for additional federal and State transportation funding. The Madera County Transportation Authority (Authority) and the Madera County Transportation Commission (MCTC) worked diligently to leverage additional dollars from Sacramento and Washington D.C. for every Measure “A” dollar generated locally under the Measure “A” program. Responsibilities of the Authority and MCTC are provided in Appendix A. Approving a new Measure will continue to provide local funds under local control, in order to leverage and direct additional federal and State funding to Madera County.

### Annual Audit of Measure Programs

Measure “A” Investments and accounts of the local agencies and the Authority are audited on an annual basis by an independent audit firm retained by the Authority. Over the past 15 years, audit results have indicated that the Measure “A” Program has been implemented, and proceeds expended, in accordance with the Measure “A” Investment Plan and provisions. Appendix A provides additional detail regarding the new Measure audit process.

### Citizens’ Oversight Committee

To inform the public and to ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public, a Citizens’ Oversight Committee would be formed as part of the new Measure. Details regarding the Committee are provided in Appendix C.

## How the Plan was Developed

The Measure Steering Committee was formed in January 2006 to develop the Measure Investment Plan. The Steering Committee evaluated existing systems and created a vision for the future. There was recognition that this Measure Investment Plan needed to aid Madera County in its transition from a county with a population of approximately 131,000 in 2006, to a county with over 264,000 by 2027. This Plan recognizes transportation programs that maintain and improve the quality of life for Madera residents and yet positions Madera County transportation entities to implement specific types of infrastructure that will be needed to address the higher population and its mobility needs. Members of the Steering Committee:

*reviewed a variety of proposals, solicited public input and professional expertise, conducted two (2) polls, and reviewed data and literature from other agencies to prepare this Plan.*

Members of the Steering Committee represented the interests of:

- Business – Chamber of Commerce
- County of Madera
- Labor/Construction Industry
- Madera Citizens
- Madera County Sheriff’s Department
- Oakhurst Citizens
- Cities of Chowchilla and Madera
- Labor/Construction Industry
- Madera ADA Advisory Council
- Madera County Farm Bureau
- Madera Redevelopment Agency
- Taxpayers Association

## Expected Measure Proceeds

If voters approve the Measure on November 7, 2006, they allow a newly formed Authority to impose a ½ cent retail transaction and use tax for 20 years (between July 1, 2007 and June 30, 2027). The Measure Sales Tax will:

**provide \$213 million in new revenues for transportation improvements according to financial projections through the year 2027.**

This estimate considers current sales tax receipts and a conservative five percent (5%) growth rate in sales tax proceeds through June 2027. The growth rate is based upon the historic annual rate of growth experienced during the previous Measure “A” program. The new Measure will generate more than three times the amount collected during the previous Measure “A” Program (\$70 million) through September 2005. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the following sections of this Plan. The Investment Plan 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 this initial Plan. The Authority will have the option of issuing bonds to deliver Measure projects and programs contained in this Investment Plan to save project costs by delivering them earlier.

## Regional Priorities of the New Plan

Through many weeks of intense discussion and hard work, the following Measure funding program commitments were developed and agreed to by the Steering Committee. The Committee realized that providing Measure 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 new 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. Implementing Guidelines for each the five (5) Investment programs described below are contained in Appendix B.

### **COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$108.6 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

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

- **\$55.4 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$53.2 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.

### **SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$93.7million or 44%.**

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

- **\$46.3 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 **\$46.3 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.

- Just over **\$1.0 million** (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.

### **TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.3 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:

- **\$4.258 million** (2% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$2.25 million** or 1.06% of Measure funds, the City of Chowchilla would receive **\$0.24 million** or 0.11%, and the City of Madera would receive **\$1.4 million** or 0.66%. 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 **\$355,000** (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.

### **ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.3 million or 2%.**

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

- Environmental Mitigation
- Air Quality (including road paving to limit PM<sub>10</sub> and PM<sub>2.5</sub> emissions)



- Bicycle/Pedestrian Facilities
- Car/Van Pools

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

#### **ADMINISTRATION AND PLANNING PROGRAM - \$2.15 million or 1%.**

Measure funding is provided to the Authority to:

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- Prepare Investment 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.

### **Reconstruction, Rehabilitation and/or Maintenance of Streets and Roads**

Referencing Table 1, a maximum of 69% of the Measure proceeds can be allocated to the reconstruction, rehabilitation and/or maintenance of streets and roads, and ADA compliance within the County and each of the cities. This maximum allocation allows the local agencies to address the improvement of streets and roads that provide access to schools, jobs, farming activities and access to recreation areas.

## *Investment Plan Projects*

### **Project Commitments – Commute Corridors/Farm to Market Program**

#### **Regional Streets and Highways Program**

This section identifies priority regional street and highway improvement projects to be implemented over the life of the Measure or by the year 2027. The projects would be funded with Measure, State Transportation Improvement Program (STIP), and Transportation Enhancement (TE) funds and/or other transportation funding.

***The Steering Committee and MCTC staff has identified projects that address the desires of potential voters identified during the two (2) polls conducted in May 2005 and February 2006.***

Tier 1 capacity increasing street and road projects to be addressed in this Program are included in Table 2 and graphically displayed in Figures 2 and 3. These projects will be funded using:

- Measure funding (approximately **\$55.4 million**).
- 100% of the State Transportation Improvement Program (STIP)/Transportation Enhancement (TE) funding expected over the 20-year Measure or approximately **\$109 million**.
- Approximately **\$121 million** from other funding sources including developer fees. MCTC staff and the Steering Committee believe, based upon current assumptions, that such funding will be available to address this funding need. While greater than 50% of funding for the Tier projects is needed to address project costs from other than Measure/STIP/TE proceeds, new growth and development throughout the County would be required to contribute at least 20% of the total cost of Tier 1 project costs as part of local agency Traffic Impact Fee (TIF) programs. It is assumed that the remainder would be received from additional developer fees, and other federal and State funding.

**TABLE 1**

**NEW MEASURE 1/2 CENT SALES TAX FOR TRANSPORTATION - 20 YEARS - MADERA COUNTY**

**Multi-Modal Funding Program**

Approved by the Steering Committee on March 16, 2006/Approved by the Local Agencies in June 2006

NEW MEASURE "C" SALES TAX REVENUE	% OF TOTAL	20 YEAR FUNDING TOTAL <sup>*1</sup>	FUNDS ALLOCATED TO MADERA COUNTY <sup>*2</sup>	FUNDS ALLOCATED TO CITY OF CHOWCHILLA <sup>*2</sup>	FUNDS ALLOCATED TO CITY OF MADERA <sup>*2</sup>	AVERAGE ANNUAL FUNDING TOTAL <sup>*3</sup>
<i>Allocations rounded to nearest \$100,000</i>	100.00%	\$212,900,000	57.77%	6.17%	36.06%	\$10,645,000
<b>FUNDING PROGRAMS (Reference Program Definitions and Details)</b>						
<b>1. Commute Corridors/Farm to Market Program (Regional Transportation Program)<sup>*4 *5 *6</sup></b>	<b>51.00%</b>	<b>\$108,579,000</b>	<b>\$62,726,088</b>	<b>\$6,699,324</b>	<b>\$39,153,587</b>	<b>\$5,428,950</b>
Regional Streets and Highways Program <sup>*7</sup>	26.00%	\$55,354,000	Projects are prioritized on a "regional" basis			\$2,767,700
Regional Rehabilitation/Reconstruction/Maintenance Program <sup>*8</sup>	25.00%	\$53,225,000	\$30,748,083	\$3,283,983	\$19,192,935	\$2,661,250
<b>2. Safe Routes to School &amp; Jobs Program (Local Transportation Program)<sup>*6</sup></b>	<b>44.00%</b>	<b>\$93,676,000</b>	<b>\$54,116,625</b>	<b>\$5,779,809</b>	<b>\$33,779,566</b>	<b>\$4,683,800</b>
<i>Local Allocation</i>						
Street Maintenance <sup>*9</sup>	13.00%	\$27,677,000	\$15,989,003	\$1,707,671	\$9,980,326	\$1,383,850
County Maintenance District/City Street Supplemental Maintenance Funding Program <sup>*10</sup>	8.75%	\$18,628,750	\$10,761,829	\$1,149,394	\$6,717,527	\$931,438
Flexible	21.75%	\$46,305,750	\$26,750,832	\$2,857,065	\$16,697,853	\$2,315,288
ADA Compliance	0.50%	\$1,064,500	\$614,962	\$65,680	\$383,859	\$53,225
<b>3. Transit Enhancement Program</b>	<b>2.00%</b>	<b>\$4,258,000</b>	<b>\$2,459,847</b>	<b>\$262,719</b>	<b>\$1,535,435</b>	<b>\$212,900</b>
Madera County	1.06%	\$2,254,859	\$2,254,859	\$0	\$0	\$112,743
City of Madera	0.66%	\$1,407,482	\$0	\$0	\$1,407,482	\$70,374
City of Chowchilla	0.11%	\$240,825	\$0	\$240,825	\$0	\$12,041
<b>Subtotal (Transit Agencies)</b>	<b>1.83%</b>	<b>\$3,903,167</b>	<b>\$2,254,859</b>	<b>\$240,825</b>	<b>\$1,407,482</b>	<b>\$195,158</b>
ADA / Seniors / Paratransit	0.17%	\$354,833	\$204,987	\$21,893	\$127,953	\$17,742
<b>4. Environmental Enhancement Program<sup>*11</sup></b>	<b>2.00%</b>	<b>\$4,258,000</b>	<b>\$2,459,847</b>	<b>\$262,719</b>	<b>\$1,535,435</b>	<b>\$212,900</b>
<i>Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities &amp; Car/Van Pools Programs</i>						
<b>5. Administration/Planning Program</b>	<b>1.00%</b>	<b>\$2,129,000</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>\$106,450</b>
MCTA	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
<b>TOTAL:</b>	<b>100.00%</b>	<b>\$212,900,000</b>	<b>\$121,762,407</b>	<b>\$13,004,571</b>	<b>\$76,004,023</b>	<b>\$10,645,000</b>
<i>Total Funding available for street &amp; highway rehabilitation/reconstruction/maintenance:</i>	<i>59.75%</i>	<i>\$127,207,750</i>	<i>\$73,487,917</i>	<i>\$7,848,718</i>	<i>\$45,871,115</i>	<i>\$6,360,388</i>
<b>Local Agency Allocation</b>			<b>57.77%</b>	<b>6.17%</b>	<b>36.06%</b>	

\*1 The 20-year funding total is based upon a 5% (Mid Range) Growth Factor considering annual Measure "A" Proceeds between 1990 and 2005.  
 \*2 Funds allocated to Madera County considered a population share of 57.77%, to the City of Chowchilla 6.17% and to the City of Madera 36.06%.  
 \*3 Total Measure "T" proceeds (\$212,900,000) divided by the duration of the Measure (20 years).  
 \*4 No more than 50% of these funds could be allocated to rehabilitation/reconstruction projects.  
 \*5 Program requires implementation of a Local Traffic Impact Fee Program. The Impact Fee Program must reflect at least 20% of each agency's total project costs program 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, 20% of the Flexible funding allocation will be forfeited by the local agency until such time as the agency implement Local Traffic Impact Fee Program.  
 \*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.

**TABLE 2**

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

<sup>1</sup> Costs derived from County Road Impact Fee Program Update estimates, City of Madera or Chowchilla estimates, or from Caltrans estimates increased by 5% per year for 17 years.  
<sup>2</sup> Other funds identified for the project (local or developer funds). Assumes a minimum of 20% developer funding. SR 99 at Ave 12 Interchange, SR 99 at SR 233 Interchange, SR 41 @ Avenue 12, and Ellis Street Overcrossing projects assume major funding from development or other funds with between \$10 and \$15 Million from Measure/STIP/TE as indicated in Tier 1. The City of Chowchilla identified the amount requested from Measure/STIP/TE funding.  
<sup>3</sup> Remaining project costs to be addressed using Measure/STIP/TE funding.  
<sup>4</sup> Measure portion of funding availability (of the \$164.4 Million) is \$55.4 Million from Table 1 - Measure Regional Streets & Highways Program for Tier 1 projects. STIP/TE portion of available funding is assumed to be 100% of total STIP/TE to be available to Madera County and was calculated using the following formula: Total STIP/TE for 20 years beginning July 1, 2007 through June 30, 2027 is estimated by MCTC to be \$102.12 Million.  
<sup>5</sup> Tier 1 projects will be delivered during the life of the Measure based upon current MCTC staff assumptions. The projects will require at least 20% of the total cost from Traffic Impact Fee Programs and other funding. The minimum 20% from Traffic Impact Fees would apply to the total cost of all projects within a jurisdiction, not to individual projects. Tier 2 projects will be moved into Tier 1 as funding from other funding sources (including at least 20% from Traffic Impact Fee Program) is available to augment Measure funds.  
<sup>6</sup> Measure funds are intended to "leverage" additional funds to finance the project. The minimum 20% from Traffic Impact Fees would apply to the total cost of all projects within a jurisdiction, not to individual projects.  
<sup>7</sup> MCTC staff has indicated that the funding for the project has been secured from funds in addition to the available STIP/TE funds applied in this table.  
<sup>8</sup> Assumes the least costly alternative (\$18 million) from the Ave. 12 / SR 99 Interchange Project Study Report (PSR) plus inflated costs.  
<sup>9</sup> Actual local funds to be exacted from new development beyond those funds identified in the column "Other Funds" will replace the amount of "Other Funds" referenced and assumed in this Table.  
<sup>10</sup> Measure Steering Committee requested that a project should be added in the City of Chowchilla. The City nominated improvements at the SR 99/SR 233 Interchange.  
<sup>11</sup> This project is critical to the operation and improvement of the Ave 12 / SR 99 Interchange project.  
<sup>12</sup> This project will need to be evaluated to determine its placement in the Tier 2 Priority List of Projects. Currently assumes 100% developer funding.

These funding sources together result in more than **\$285 million** available for Tier 1 Regional Street and Highway projects. Additional projects are included in the Tier 2 list (Table 2) and in Figures 2 and 3. 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. During preparation of the biennial Investment Plan Updates, the Authority and MCTC 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. A description of funding commitments and implementing guidelines for the Regional Streets and Highways Program are provided in Appendix B.

## Project Commitments – Other Programs

In addition to the Regional Streets and Highways Program projects, the Measure will provide additional funding for a wide range of multi-modal transportation projects. Many of these projects will be identified and implemented by the local agencies to address specific needs or will be developed in accordance with implementing guidelines included in Appendix B. Examples of this process include projects to be funded under the Safe Routes to Schools and Jobs Program and the Transit Enhancement Program.

Figure 4 identifies local highways and roads within the unincorporated areas of the County that are contained in the Madera County Pavement Management Program. These highways and roads are eligible for funding from the Measure as well as other funds to address critical maintenance needs. The County's Pavement Management System is designed to maintain over 800 miles of the total 1,800 miles of roadways within the County unincorporated area. These roadways are well suited for the Pavement Management Program. Figure 5 identifies candidate streets and roads within the City of Madera that will receive Measure as well as other funding to address critical maintenance needs. Figure 6 identifies candidate streets and roads within the City of Chowchilla that will receive Measure as well as other funding to address critical maintenance needs in that community.

## *For Further Information:*

Contact the Authority or MCTC to inquire about the Measure process, discuss the candidate projects and programs contained in this Plan, to learn more about the previous Measure "A" Program, or to inquire about the next steps in the Measure process.



### **Madera County Transportation Commission**

1816 Howard Road, Suite 8

Madera, CA 93637

Ph: (559) 675-0721 Fax: (559) 675-9328

*Visit the MCTC Website at [www.maderactc.org](http://www.maderactc.org) for more information, to sign up for our email list, and to receive updates on Measure planning activities.*

### **Madera County Transportation Authority**

1816 Howard Road, Suite 8

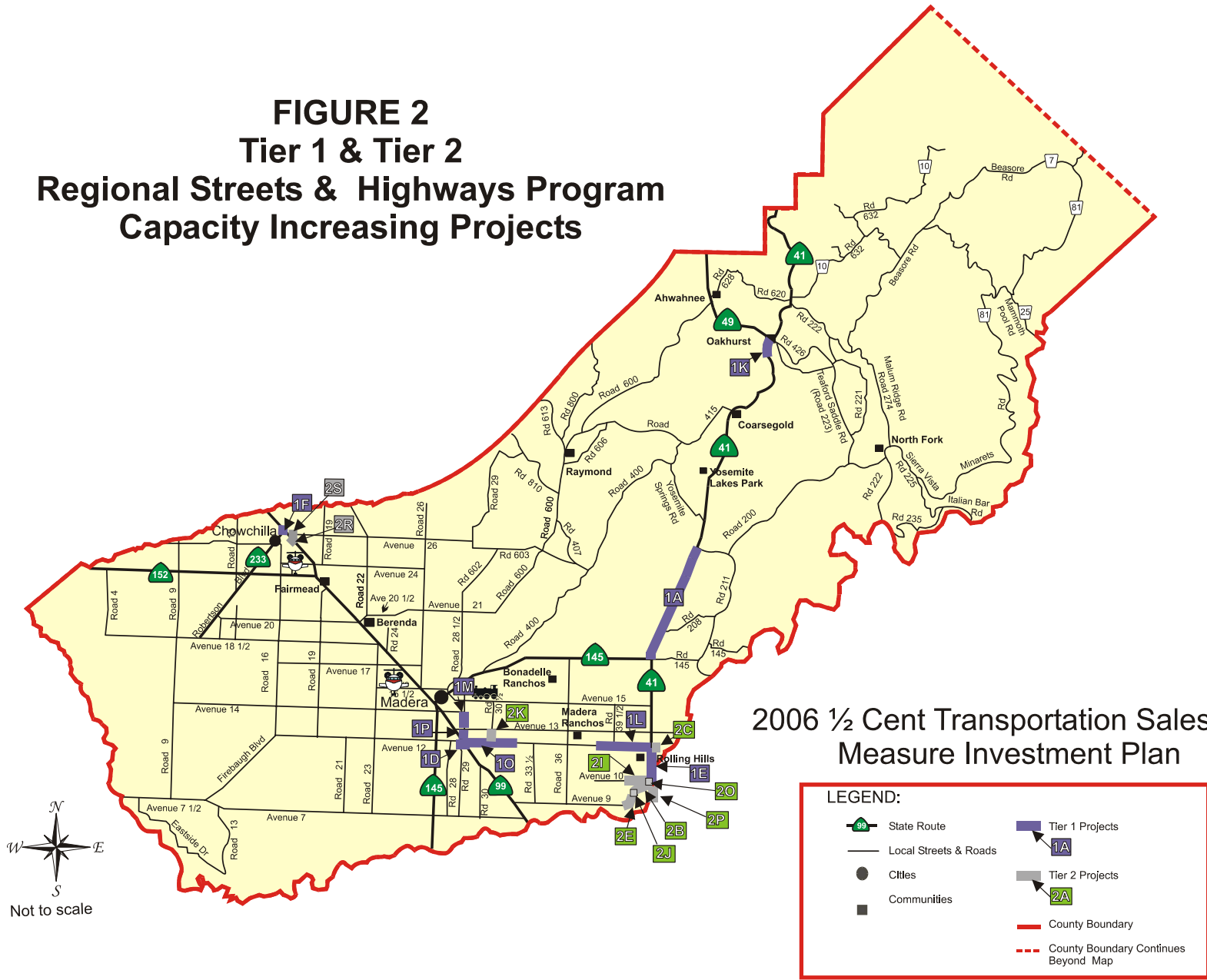
Madera, CA 93637

Ph: (559) 675-0721 Fax: (559) 675-9328

*Visit the Authority online at the MCTC Website at [www.maderactc.org](http://www.maderactc.org) for more information, and to receive updates on current Measure "A" projects.*

*Madera County Transportation Commission*

**FIGURE 2**  
**Tier 1 & Tier 2**  
**Regional Streets & Highways Program**  
**Capacity Increasing Projects**



2006 1/2 Cent Transportation Sales Tax Measure Investment Plan

**LEGEND:**

- State Route
- Local Streets & Roads
- Cities
- Communities
- Tier 1 Projects
- Tier 2 Projects
- County Boundary
- County Boundary Continues Beyond Map

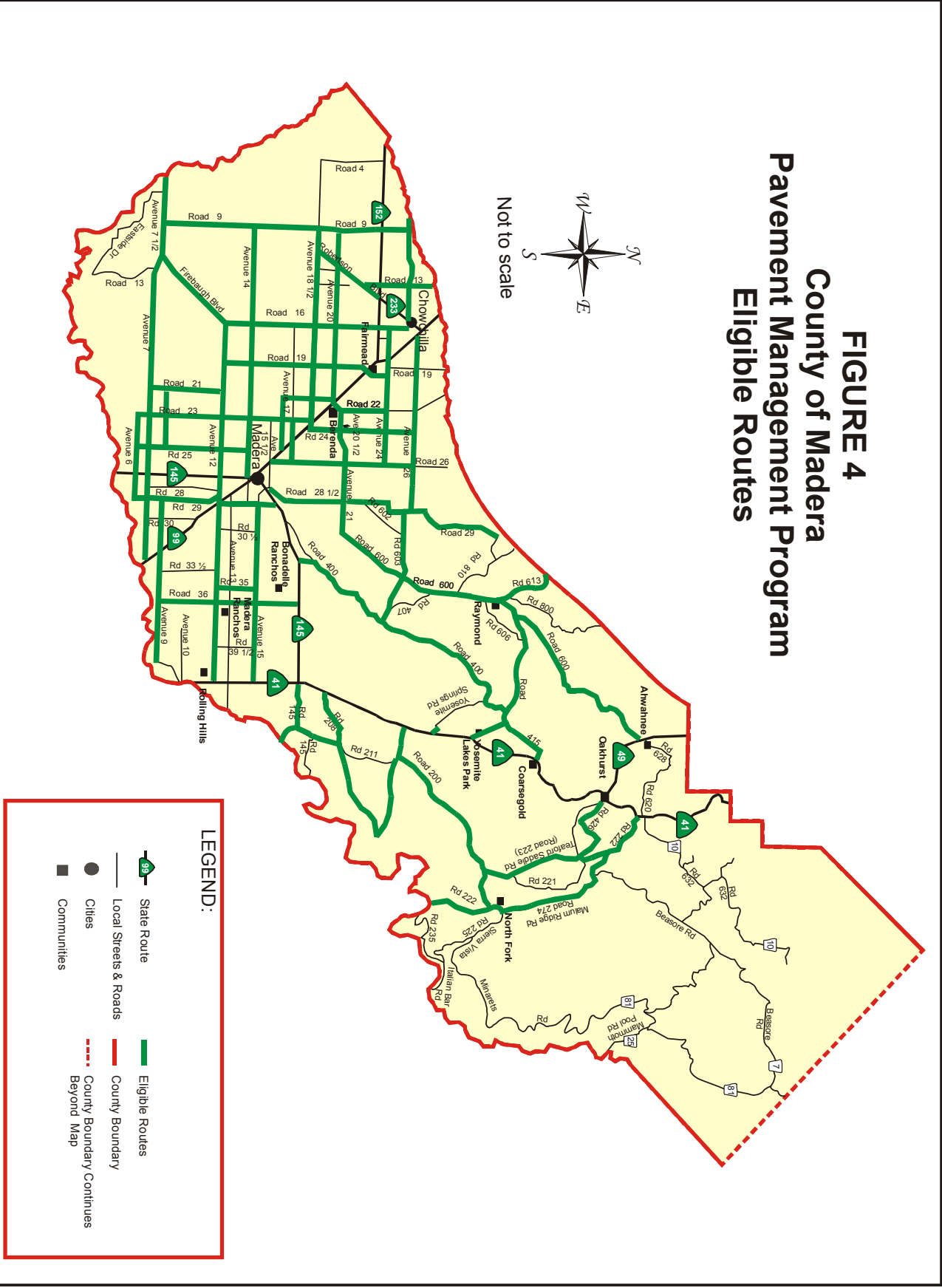


# FIGURE 3

## Tier 1 & Tier 2 Regional Streets & Highways Program Capacity Increasing Projects

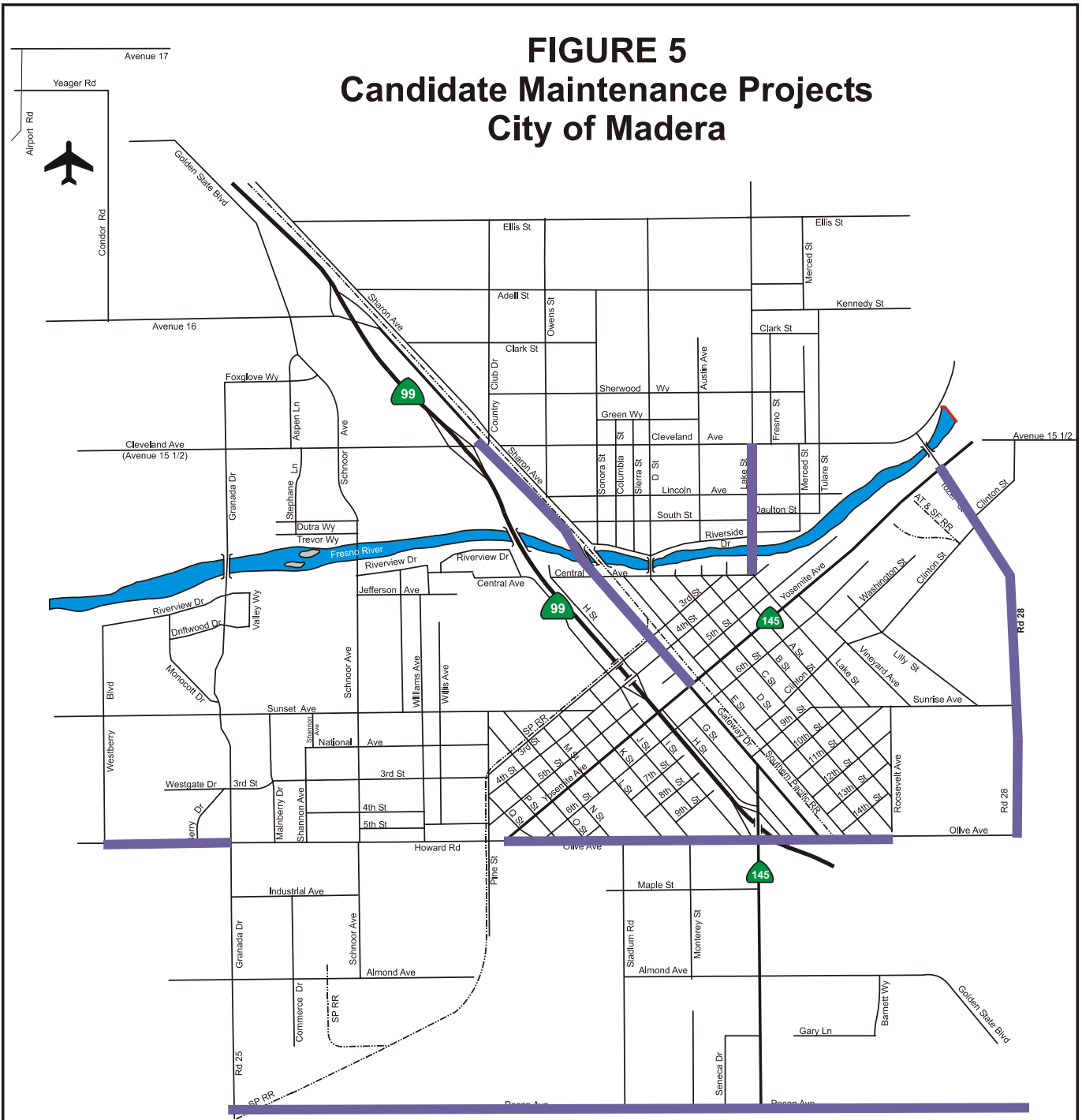


**FIGURE 4**  
**County of Madera**  
**Pavement Management Program**  
**Eligible Routes**





## FIGURE 5 Candidate Maintenance Projects City of Madera



2006 1/2 Cent Transportation Sales Tax  
Measure Investment Plan

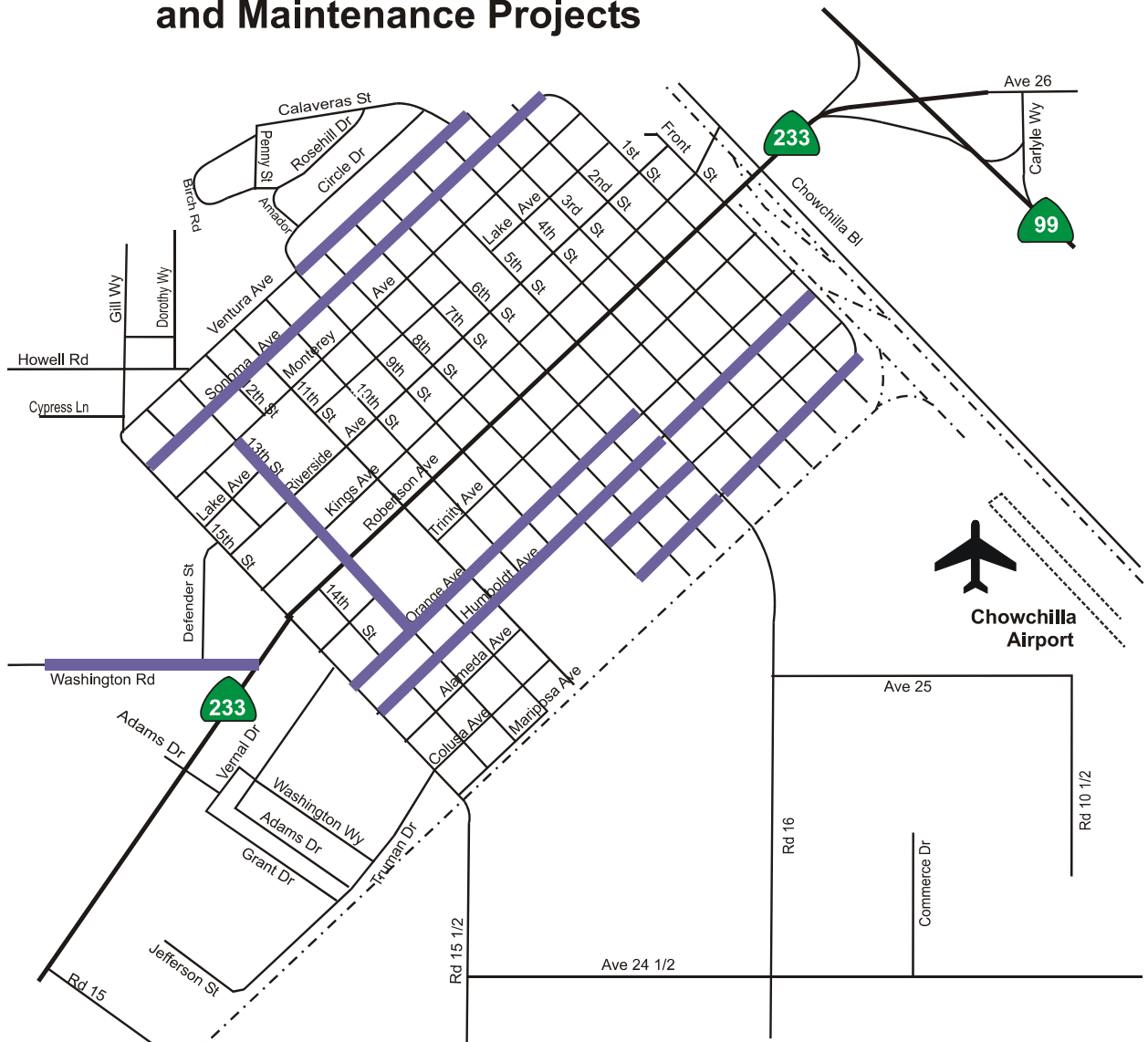
**LEGEND:**

State Route	Candidate Projects
Local Streets & Roads	

# FIGURE 6

## City of Chowchilla

### Candidate Rehabilitation, Reconstruction and Maintenance Projects



MCTC 2006 1/2 Cent Transportation Sales Tax Measure Investment Plan DEIR



**LEGEND:**

<ul style="list-style-type: none"> <li> State Route</li> <li> Local Streets &amp; Roads</li> </ul>	<ul style="list-style-type: none"> <li> Projects</li> </ul>
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# APPENDICES

## Appendix A - Plan Administration

### Governing Board and Organizational Structure

A description of the Madera County Transportation Authority and its organizational structure follows. The structure is consistent with the enabling legislation.

#### **Madera County Transportation Authority Structure under the Measure Program**

The Authority will continue to administer the Measure Program in compliance with PUC 180000. If the Measure is approved by Madera County voters in November 2006, the Authority will continue to be responsible for administering the Measure Programs in accordance with plans and programs outlined in this and subsequent updates of this Plan. In addition, this Plan includes provision for a Citizens' Oversight Committee. Details regarding the Committee are contained in Appendix C. The Investment Plan will be prepared by the Madera County 2006 Transportation Authority (Authority) and approved by its Authority Board.

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

### Plan Update and Approval Process

In compliance with schedules mandated in federal and State law, MCTC regularly prepares a new long-range transportation plan (RTP) that updates and renews a list of candidate projects for all transportation modes (streets, highways, public transportation, bikeways, aviation, etc.). If funds are available for any projects beyond those now listed Table 2 in this Investment Plan, they will be drawn from that list. The Authority will have the option of issuing bonds to deliver Measure projects and programs contained in this Investment Plan to save project costs by delivering them earlier.

As stated before, all updates of the Investment Plan will be subject to public review and public hearings. While these candidate projects may change and priorities for funding may occur, there are more than enough project needs within the County to be addressed using all types of funding, including Measure funds. It will be vital during development of each Investment Plan Update to consider financing all transportation modes in order to insure a balanced and efficient transportation system. All of the projects and programs included in this Investment Plan are considered essential to meet the transportation needs of Madera County.

#### **Madera County 2006 Transportation Authority (Authority)**

The following steps will be taken by MCTC to prepare and adopt this and future biennial updates of the Measure Investment Plan:

- Authority staff working with member agencies and affected stakeholders will develop the Draft Investment Plan and will update it every two (2) years
- The Authority Board receives the Draft Investment Plan and its updates and schedules public hearings to review the Plan
- The Authority Board adopts the Investment Plan

### Independent Financial Audits

Currently, the Authority annually commissions independent financial audits of the Measure "A" programs and receipts. If the new Measure is approved by the voters, the Authority would continue to conduct independent financial audits consistent with PUC 180000.

### Implementing Guidelines

#### **Administration Program: - 1% of the Measure**

There are a number of processes that the Authority must perform to support the Measure Program. They are as follows:

- ◆ Approve requirements associated with development of each of the proposed allocation programs

Madera County Transportation Commission

- ◆ Approve the prioritization of projects
- ◆ Conduct an independent audit of Measure programs and funds on an annual basis
- ◆ Conduct on on-going public outreach program
- ◆ Approve the Investment Plan every two (2) years prepared by the Authority
- ◆ Provide staff or consultant services to manage the delivery of regional projects financed using Measure funds under the Commute Corridor and Farm To Market Program
- ◆ Issue bonds to deliver Measure projects and programs contained in this Investment Plan to save project costs by delivering them earlier
- ◆ Allocate Measure proceeds to the local jurisdictions consistent with the Program requirements

## Appendix B – Implementing Guidelines

The following Implementing Guidelines are intended to “guide” development and implementation of the next measure program for Madera County. Each of the four (4) transportation funding programs is described below. Implementing Guidelines for the fifth program (Administration/Planning Program) are described in Appendix A.

### 1. Commute Corridors and Farm-to-Market Program (Regional Transportation Program)- 51% of the Measure

The investment objectives 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)
- Accelerate delivery of street and highway projects that may otherwise be delayed because of other funding shortages

The program would provide funds for:

- Additional lane capacity on existing regional streets and highways
- Ramp metering or other management approaches to increase street and highway usage
- New routes
- Rehabilitation, reconstruction or maintenance projects
- Other improvements

Of the total funds available in this category, not more than 51% of the funds (or not greater than 26% of total Measure funding) would be allocated to the Regional Rehabilitation/Reconstruction/Maintenance Program for the reconstruction, rehabilitation and maintenance of regional street and highway segments and at least 50% (or at least 25% of total Measure funds) would be used to fund the Regional Streets and Highways Program for regional capacity increasing projects or to leverage additional federal and State funds for such projects. State Routes would not be eligible for rehabilitation funds.

Eligible investments would include all recognized project phases including:

- Planning and environmental analysis
- Preliminary engineering
- Design
- Right-of-way acquisition and relocation
- Utilities relocation
- Construction

In addition to Measure funds, the Regional Streets and Highways Program 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, the implementation of local traffic impact fee programs, and other developer mitigation funding. At least 20% of all funds allocated to candidate Measure projects must be provided from traffic impact fees. The funds from such programs would be considered matching funds to Measure funds since population, housing, commercial, and industrial growth contribute to the need for regional 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, the agency would forfeit an equivalent apportionment of the Flexible Transportation Funds described in the Safe Routes to School and Jobs Program below.

These funding sources together (Measure, STIP/TE, 20% local traffic mitigation fee, and other developer mitigation funding) result in more than **\$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. During preparation of the biennial Investment 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.

## 2. Safe Routes to School and Jobs Program (Local Transportation Program)- 44% of Measure

This program would augment:

- Existing local, federal, and State funds for local streets and roads
- Any other form of transportation that provides safe routes to schools and places of employment

The improvements in this category are not limited to just the concept of school and commuter safety. Twenty-one and three quarters percent (21.75%) of the funds would be allocated to the Street Maintenance and County Maintenance District/City Street Supplemental Maintenance Programs and available to all jurisdictions to address their respective needs including:

- Meeting scheduled maintenance needs
- Rehabilitating the aging local system

Twenty-one and three quarters percent (21.75%) of the funds would be allocated to the Flexible Program, and could be used for:

- New local road capacity
- Maintenance and rehabilitation projects
- Separate street traffic from increasing rail traffic (railroad grade separations)
- Public transit
- Bicycle projects
- Pedestrian improvements
- Other improvements directly or indirectly related to transportation

As with the Commute Corridors and Farm-to-Market Program, funds could be used for all needed phases of project development and implementation.

In addition, the American Disability Act (ADA) Compliance Program shall receive 0.5% of Measure funds. The goal of the program is to meet ADA objectives.

## 3. Transit Enhancement Program (Public Transportation Program) – 2% of Measure

The program would include funding augmentation to public transit operators to maintain basic transit services to meet the needs of:

- School children using the public transit system
- Those who are unable to drive
- Those who choose an alternative to the use of private automobiles for work and shopping trips

The program could include funding for:

- 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

This program will provide "flexible 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 transit services or programs

## 4. Environmental Enhancement Program – 2% of Measure

This program would address four (4) subprogram categories including:

- Environmental Mitigation
- Air Quality

- Bicycle/Pedestrian Facilities
- Car/Van Pools

Given the significant issues related to air quality and the continuing emphasis in the media regarding the subject, programs that address the air quality/transportation linkage will be important to address. As a result, local agencies may allocate any portion of the Environmental Enhancement Program funding to the subcategories listed above.

The programs may augment Congestion Mitigation and Air Quality (CMAQ) funds through the Transportation Commission, specifically to programs that reduce emissions from mobile sources. Expenditures should be consistent with MCTC CMAQ policies. Some examples include:

- Conversion of major truck fleets to cleaner burning fuels
- Financial assistance to agencies and individuals to stimulate increased use of less polluting hybrid and electric cars

The Environmental Enhancement Program is intended to address issues related to project delivery and environmental assessment to ensure timely completion. This category would be used to help establish a mitigation bank for acquisition and management of open spaces for the benefit of wildlife and plants, particularly threatened or endangered species. The funds would be applied for an environmental mitigation bank that would encompass the projects and programs that may be funded with Measure assistance. This program would also reduce the time and significant delays associated with the current process of securing approval of affected resource agencies including:

- California Dept. of Fish and Game
- U.S. Fish and Wildlife Service
- California Department of Water Resources
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- Others

With such investments in a comprehensive environmental mitigation program, it should be possible to streamline a program to avoid project-by-project mitigation. It may be that the California Wildlife Conservation Board, and local and national land trusts, would be agencies involved with implementing this program.

## Appendix C – Citizens’ Oversight Committee

### Committee Purpose

To inform the public and to ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public.

### Administrative Issues

#### **Committee Formation**

- The Committee will be formed within six (6) months upon approval of the Measure by the voters of Madera County in November 2006
- The Citizens’ Oversight Committee (Committee) shall not be amended out of the Investment Plan
- Meetings will commence when Measure revenues are recommended for expenditure, including Investment Plan updates

#### **Selection and Duties of Committee Chair and Vice Chair**

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term
- The duties of the Chair will be to call meetings, set agendas, and preside over meetings
- The duties of the Vice Chair will be to perform the same duties described above in the absence of the Chair

#### **Committee Meetings**

- The Committee will hold one (1) formal meeting annually, with additional meetings scheduled as needed by the Committee
- All Committee meetings must be held in compliance with the Brown Act
- All meetings will be conducted per “Robert’s Rules of Order”

#### **Subcommittee Requirements**

- Subcommittees: the Committee may elect to form subcommittees to perform specific parts of its purpose
- All subcommittees shall have an odd number of members

### Committee Membership and Quorum

#### **Membership**

The Committee shall be composed of seven (7) members including:

- Two (2) at-large public members
- Five (5) representatives; one (1) from each of the Madera County Supervisorial Districts

#### **Quorum**

- A Quorum will be no less than four (4) members of the Committee
- An action item of the Committee may be approved by a simple majority of those present, if the number exceeds the quorum requirement of four (4)

### Membership Selection

#### **Selection Committee**

- Committee members will be selected by the Madera County Transportation Authority



**Recruitment Process**

- Each year as terms of various members expire or as vacancies occur, annual postings of membership openings will be noticed sixty (60) days in advance of the application process pursuant to Public Utilities Code Section 99238
- Potential members must submit an application to the Selection Committee
- The Selection Committee will screen all applications and approve candidates for membership on the Committee

**Term of Membership**

- Terms of membership will be for four (4) years. No member may serve more than eight (8) years
- Members will not be compensated for their service on the Committee
- In an effort to maintain Committee member consistency, during the first four (4) years of the Committee, terms will be staggered with three (3) of the members to serve a four-year term, four (4) of the members to serve a two (2) year term
- Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings for over a 12-month period shall be replaced with a new member selected by the Selection Committee
- If a member position on the Committee becomes vacant, the Selection Committee will fill the vacant position within 90 days of the date when the position became vacant
- Proxy voting will not be permitted

**Eligibility**

- U.S. citizen 18 years of age or older who resides in Madera County
- Not an elected official at any level of government
- Not a public employee at any State, County or local city agencies
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

**Staffing**

- Authority will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee
- Authority services and any necessary outside services will be paid using the Madera County Transportation Authority's Measure Administration Program revenues
- Expert staff will be requested to provide information and make presentations to the Committee, as needed
- The cities and County of Madera shall each provide to the Citizens' Oversight Committee, on an annual basis, and in a timely fashion, at least two (2) weeks prior to the meeting of the Citizens' Oversight Committee, a specific report on the local jurisdiction's budget for Measure funds and financial report on those funds
- The precise format of the report may be based on report formats for other jurisdictional monitoring, but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Madera

**Responsibilities**

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- Receive, review, inspect, and recommend action on independent financial and performance audits related to the Measure
- Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies. Such reports, studies and plans must be directly related to Measure programs, revenues, or expenditures
- Review and comment upon Measure expenditures to ensure that they are consistent with the Investment Plan
- Annually review how sales tax receipts are being spent and publicize the results
- Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report