

AGENDA ITEM: 10-A**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor**SUBJECT:**

Measure T 2024 Draft Expenditure Plan

Enclosure: Yes

Action: (1) Circulate and request the local jurisdictions to consider approval of the Measure T 2024 Draft Expenditure Plan; and (2) Request the Madera County Board of Supervisors to consider by resolution designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the “Madera County 2027 Transportation Authority” for the purposes of the sales tax measure

SUMMARY:

Measure T was approved by voters in November 2006. It established the Madera County 2006 Transportation Authority (MCTA) and authorized a ½ cent retail transaction and use tax for 20 years (between April 1, 2007, thru March 31, 2027) specifically to fund transportation projects and programs in the County. Measure T has generated over \$169 million to date and allowed the region to leverage an additional \$320 million in state and federal matching funds. It is expected to generate a total of \$219 million by its current sunset date in 2027. A renewal was attempted unsuccessfully in 2022. Recognizing the critical importance of this funding to the region, MCTA moved forward with a new approach for a renewal in 2024 through a public driven process facilitated by staff and DKS Associates.

The Measure T 2024 Expenditure Plan (“Plan”) was developed through a comprehensive public outreach program that asked residents to identify their priorities for future transportation programs and projects. The plan was developed by the Measure T Steering Committee which met between October 2023 and April of 2024. Four members from each supervisorial district were independently selected based on applications submitted. A series of meetings and a tour of the County were held from October through April 2024.

Outreach included but not limited to the following:

- Development of a Measure T website with all information relevant to past expenditures, plans, and impacts of Measure T on the County and the Cities of Chowchilla and Madera which was utilized by over 1,000 individuals.
- Over 30 meetings with community organizations and leaders representing diverse viewpoints.

- A series of nine Town Hall Public Meetings.
- Online engagement, including the use of a participatory budgeting tool to indicate support for proposed investments.
- Mailer to all County residents and businesses.
- Print ads in local newspapers promoting engagement opportunities.
- Social media ads and posts promoting engagement opportunities.

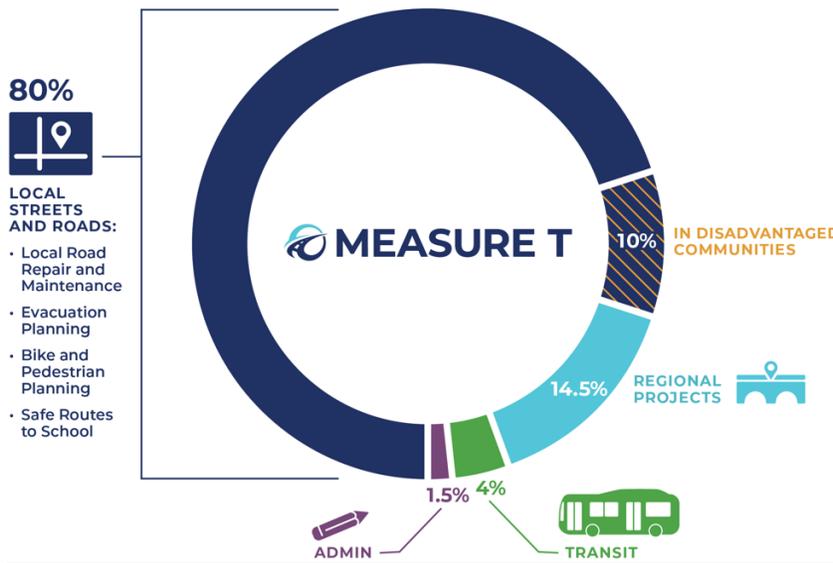
Additionally, two statistically valid telephone polls of all County residents were conducted. This information was provided to the steering committee and was used as the foundation for the discussion as to how to move forward with a new plan. Each poll was previously presented to the Board to review results.

Measure Specifics

The Measure T Steering Committee voted unanimously at its April 23, 2024, meeting to submit this proposed plan for the Board’s approval. The entire plan is attached for your review and reference. Highlights include the following specifics:

- Sunset to occur after 20 years.
- Generate approximately \$22 million per year based on ½ cent sales tax for an estimated total of \$440 million throughout the measure’s lifetime.
- Allow local jurisdictions to continue to compete for State and Federal grants and leverage funds, thereby increasing revenues.
- Greater funding and transparency for the Citizens Oversight Committee (COC) to ensure projects and programs in the Plan are funded and/or completed.
- More aggressive outreach and education programs to encourage public participation in the development of Measure T Annual Work Plans.

Revenue Allocation:



80% - Local Streets and Roads

\$352 Million with \$35.2 Million for Disadvantaged Communities

Recognizing that streets are the backbone of our transportation system, this Plan provides 80% of revenue to local cities and Madera County, distributed primarily based on population adjusted annually based on Census Data from the State Department of Finance.

Each agency will annually identify specific streets and roads that will be prioritized for repair and/or refurbishment and hold annual public meetings to review the proposed plan prior to adoption by the local agency and the MCTA board.

Each agency shall have the flexibility to allocate funds based on the unique needs of its communities to address:

- *Local Street and Road Maintenance*
- *Evacuation Planning*
- *Safe Routes to School*
- *Bike and Pedestrian/Active Transportation*

Ten-percent (10%) of the funds will be allocated specifically for disadvantaged communities. For purposes of this measure, MCTA will use screening from the US Climate and Economic Justice Screening tool (CEJST). The tool uses datasets as indicators of burdens. The burdens are organized into categories. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden.

In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income is also considered disadvantaged. Agencies may also use California Climate Investments Priority Populations 2023, Enviro-screen, or other recognized data collector.

14.5% - Regional Projects

\$63.8 Million

These funds will be used for planning, project development, right-of-way, and/or construction of major corridor capital projects. Proposed regional projects may be at different stages of implementation. All proposed projects will have been included in the most recently adopted MCTC Regional Transportation Plan. Local agencies will submit projects for consideration by the MCTA Board.

4% - Transit Services

\$17.6 Million

Funds will be used for public transit operations, maintenance, and infrastructure improvements. They may also supplement local, state, and federal funds for cost of transit service. These funds will be allocated by population to public transit providers

to support or enhance public transit service throughout the region. This may include increasing frequency of service, identifying new routes, and/or investing in ride sharing services. These funds may be used for specialized need-based door-through-door transportation and other services for all residents including students, seniors, veterans, and persons with disabilities.

1.5% Administrative Expense Cap

\$6.6 Million

These funds may be used for the following tasks:

- Contracting with an independent financial auditor to review all annual Measure T revenues and expenses.
- Contracting with any additional auditor, consultant, etc. to perform additional reviews as needed.
- Maintenance of a Measure T specific website which will include information regarding the actions of the COC and updates as to how Measure T funds were used by local agencies.
- Staffing and support for the COC, including agendas, staff reports, minutes, and financial statements.
- General public outreach and support to provide transparency regarding Measure T expenditures and work performed by the agency.
- An annual bilingual report to include investments made by each agency using Measure T funds, including specific projects, tasks, or work performed:
 - Including project status (completions, milestones)
 - Specific references to actual investments made by agency, by project, and by location.
- Any other required or necessary administrative task.
- Reimbursement for travel to and from COC meetings at the current Federal rate for mileage and public transit.
- Relevant training for members.

Expenditures on staff salaries, wages, benefits, and overhead necessary to administer the program will be limited to no more than one percent (1%) of the annual gross revenues provided by the measure.

NEXT STEPS:

The draft Expenditure Plan and proposed ordinance was released for public review and comment on Friday, May 24, 2024. Access to the draft documents can be found [here](#). The following is the anticipated schedule for process and adoption of the final documents.

Date(s)	Action
May 29, 2024	MCTA reviews and conceptually approves, by motion, the Expenditure Plan and sends it to Cities and County to approve and requests County ratify Authority extended term.
June 5, 2024	City of Madera Approves Expenditure Plan Resolution and Term Extension
June 11, 2024	County of Madera Approves Expenditure Plan Resolution and Term Extension
June 11, 2024	City of Chowchilla Approves Expenditure Plan Resolution and Term Extension
June 12, 2024	Special Meeting - MCTA 1st Reading of Ordinance Approving Expenditure Plan and Measure T Extension
June 19, 2024	Regular Meeting - MCTA 2nd Reading, Adopts Ordinance Approving Expenditure Plan and Measure T Extension [Need 2/3 vote of Board], and MCTA adopts Resolution requesting call for election and submitting ordinance to the Voters [Need 2/3 Vote of Board]
July 2, 2024	County of Madera Approves Resolution Calling for Election and confirming items
August 9, 2024	Last Day to File Resolution with Board of Supervisors/ Election Office Requesting Consolidation with the Election <i>88 days prior to election</i>
November 5, 2024	Election Day

FISCAL IMPACT:

No fiscal impact to the approved 2023-24 Overall Work Program and Budget.