
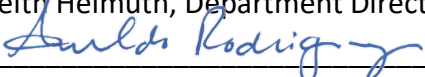


REPORT TO CITY COUNCIL

Approved by:



Keith Helmuth, Department Director



Arnoldo Rodriguez, City Manager

Council Meeting of: August 2, 2023

Agenda Number: C-1

SUBJECT:

Measure T Annual Expenditure Plan (AEP) for Fiscal Year (FY) 2023/24

RECOMMENDATION:

Adopt a Resolution Approving the Measure T AEP for FY 2023/24 and authorizing submission of the AEP to the Madera County Transportation Authority (MCTA) for adoption

SUMMARY:

The Annual Expenditure Plan (AEP) is required by the MCTA to claim Measure T funds that will be allocated to the City as specified in the Transportation Sales Tax Measure Investment Plan (Plan) approved by the voters in the November 2006 election. The AEP is completed annually.

The proposed funding for the projects and programs in the AEP is consistent with the requirements specified in the Measure T 2007 Strategic Plan (Strategic Plan) adopted by the MCTA and with the Capital Improvement Program (CIP) proposed in the City's FY 2023/24 Budget.

BACKGROUND:

Measure T is a ½ cent sales tax measure approved by Madera County voters in the November 2006 election. The measure took effect April 1, 2007, with a sunset provision of 20-years. As part of the measure's implementation, local agencies submit an AEP. The AEP is a multi-modal funding program that commits funding for the following program categories:

- | | |
|--|-----------------------------|
| ▪ Regional Transportation and Highways | ▪ ADA Compliance |
| ▪ Local Street Maintenance | ▪ Transit Enhancement |
| ▪ Local Street Supplemental Maintenance | ▪ ADA/Seniors/Paratransit |
| ▪ Flexible (Miscellaneous Street programs) | ▪ Environmental Enhancement |

The Regional Streets and Highways program consists of two elements:

1. One is the responsibility of MCTA to manage and deliver projects of regional significance. MCTA may elect to enter into an agreement with the local agency to perform the engineering and construction activities of this element.
2. The second element is the responsibility of the local agencies to manage the construction, rehabilitation, and maintenance of the agency's arterial and collector streets.

All other programs are the responsibility of the local agency to deliver. The MCTA and Citizens Advisory Committee monitor the local agencies progress on the delivery of these programs.

The implementation guidelines in the Strategic Plan adopted by the MCTA require the City to prepare and adopt an AEP that must be approved during a noticed public hearing. This agenda item will satisfy this requirement. The proposed expenditures in each program category must meet the objectives and guidelines specified in the Strategic Plan. The Strategic Plan is a 5-year plan that is updated every 2 years to adjust the project based on sales tax receipts, ensuring that the projects are consistent with future investments.

DISCUSSION:

MCTA has provided the City with the funding allocation for each of the program categories. The total allocation for FY 2023/24 is \$4,840,449. MCTA has also allocated a disbursement of excess tax revenues received in FY 2022/23 above the final allocation. The City will receive \$270,774 in FY 2022/23 excess disbursement. Those funds are included with the new allocation for programming in the AEP. A summary of allocations and distributions of prior year excess funds to the City for the past five years is shown below in Table 1.

Table 1: <i>Allocations & Excess Funds for Past 5 Years</i>			
Fiscal Year	Allocation	Prior Year Excess	FY Total
FY 2023/24	\$4,840,448	\$270,777	\$5,111,226
FY 2022/23	\$4,580,673	\$528,330	\$5,109,003
FY 2021/22	\$3,962,621	\$748,251	\$4,710,872
FY 2020/21	\$3,140,305	\$145,092	\$3,285,397
FY 2019/20	\$3,008,598	\$194,602	\$3,203,200
FY 2018/19	\$2,899,632	\$117,438	\$3,017,070

The allocation amounts are earmarked for each program and may not be shifted between programs. The recommended projects were identified by staff from Engineering, Public Works, Transit, Parks and Community Services, and Community Development Departments. The projects were initially discussed and prioritized in the CIP process that occurred in May of this year (as well as in prior years). The proposed projects are consistent with the proposed FY 2023/24 CIP and the implementing guidelines in the Measure T Strategic Plan.

The AEP for FY 2023/24 includes carryover funds plus new allocations. Table 2 provides a synopsis of funds, while Table 3 highlights fund categories followed by a description of each.

Table 2: Total funds in the FY 2023/24 Annual Expenditure Plan (AEP)

Carryover funds from previous years	\$15,854,661
Excess funds from the previous fiscal year	\$270,774
New fund allocation for FY 2023/24	\$4,840,449
Total:	\$20,965,884

Table 3: FY 2023/24 Annual Expenditure Plan (AEP)

Program	Carryover from previous FY	Excess funds from previous FY	New funds for FY 2023/24
1. Regional Transportation and Highway Program	\$11,330,040	\$132,086	\$1,657,688
2. Local Transportation Program			
a. Street Maintenance	\$1,966,060	\$68,685	\$861,998
b. Supplemental Street Maintenance	\$1,224,357	\$46,230	\$580,191
c. Flexible	Funds held by MCTC		\$1,442,188
d. ADA compliance	\$167,415	\$2,641	\$33,154
3. Transit Enhancement Program			
a. Citywide	\$659,254	\$9,668	\$121,343
b. ADA/Seniors/Paratransit	\$114,462	\$898	\$11,272
4. Environmental Enhancement Program	\$393,073	\$10,566	\$132,615
Total	\$15,854,661	\$270,774	\$4,840,449

1. Regional Transportation and Highway Program

Arterial & Collector Streets:

- R-10 – Olive Avenue Widening
- R-79 – RMRA Seals/Overlays 2021-22
- R-81 – City Streets 3R & ADA Project, 2022-23
- R-87 – Almond/Pine/Stadium Traffic Study
- TS-32 – D Street/South Street Traffic Signal

2. Local Transportation Program:

Street Maintenance:

The FY 2023/24 allocation is \$861,998 for the application of Surface Seal treatment and General Maintenance work on various streets.

- \$860,000 to Public Works for Street Maintenance activities
- \$2,000,000 for the next street rehabilitation project, R-99 2024 Street R&R Project

Supplemental Street Maintenance:

The FY 2023/24 allocation is \$580,191 for General Maintenance work on various streets. The current FY allocation will be combined with a carryover amount of \$1,224,357 and excess distribution of \$46,230, for a total of \$1,850,778. \$1,800,000 is proposed to be used on the following projects:

- R-80 – RMRA Seals/Overlays 2022/23 (\$1,000,000)
- R-99 – 2024 Street R&R Project (\$400,000)
- Storm Drainage improvements SD-21 – Howard Pipeline (\$400,000)

Flexible:

The FY 2023/24 allocation is \$1,442,188. These funds will be impounded by the MCTA to fund delivery of projects in the Regional Streets and Highways Program until such time as each agency is able to adopt an Impact Fee program for the construction of Regional Facilities. A 20 percent match for projects listed in the Regional Streets program is a requirement of the Transportation Sales Tax Measure Investment Plan approved by the voters. Flexible funds will be released back to each agency upon payment of the matching funds by each local agency.

ADA Compliance:

The FY 2023/24 allocation is \$33,153 for sidewalk repairs and safety improvements to make walkways ADA-compliant.

3. Transit Enhancement Program

Transit Enhancement-Citywide:

The FY 2023/24 allocation is \$121,342 for security and passenger enhancements. This Fiscal Year, transit is expecting to utilize \$400,000 as part of their bus shelter relocation project as well as \$60,000 towards construction of a canopy at the transit center.

Transit Enhancements-ADA/Seniors/Paratransit:

The FY 2023/24 allocation is \$11,272 for security and passenger enhancements to make facilities ADA compliant. No specific projects are scheduled for the current Fiscal Year for these funds.

4. Environmental Enhancement Program

The FY 2023/24 allocation is \$132,615 for construction of bicycle and pedestrian facilities and other transportation related projects that have environmental benefits.

- ALY-01 – Torres Way Alley Paving
- ALY-03 – CMAQ Alley Paving
- PK-48 – Tulare/Cleveland/Raymond Bike Path
- R-58 – Schnoor Ave Sidewalks, Sunset to River
- R-93 – Washington School Sidewalks

The MCTA Technical Advisory Committee (TAC) will also review and comment on this expenditure plan prior to its submittal to the MCTA. The MCTA will consider adopting this expenditure plan into the Measure T FY 2023/24 Annual Work Plan at their September 20th meeting.

STREETS CAPITAL IMPROVEMENT PLAN (CIP):

Measure T is one of several funding sources available for street rehabilitation and reconstruction projects. In the proposed FY 2023/24 CIP, the following revenue sources have also been programmed for various street rehabilitation and reconstruction projects:

- **Road Maintenance and Rehabilitation Account (RMRA)** – Created by the Road Repair and Accountability Act of 2017, this program is intended to address deferred maintenance on the state highway and local street and road system. Council approved the list of projects for the FY 2023/24 allocation on June 21, 2023.
- **Local Partnership Program (LPP)** – Created by the Road Repair and Accountability Act of 2017, this is a sub-program to the RMRA program, where \$200 million dollars are appropriated annually to agencies that have a voter-approved tax or fee that is dedicated solely for transportation improvements. This program requires a 1:1 match of Measure T funds.
- **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)** – Created by the United States Congress, this was a one-time amount of \$303,000 that was awarded to government agencies in response to the Coronavirus pandemic. These funds are being used for project R-000081.

Road projects may be funded by single or multiple sources, depending on factors such as scope, cost, or funding requirements. A summary of FY 2023/24 rehabilitation projects and funding sources can be found below in Table 3. Additionally, a list of streets included in each street rehabilitation project can be found in Attachment 2, and a map of streets included in each project can be found in Attachment 3.

Table 3: <i>Street Rehabilitation and Reconstruction Projects in the FY 2023/24 CIP</i>					
Project	Funding Sources				Total
	Measure T	RMRA	CRRSAA	LPP	
R-000079	\$1,075,000	\$1,225,000			\$2,300,000
R-000080	\$1,000,000	\$1,100,000			\$2,100,000
R-000081	\$850,000		\$303,000	\$334,000	\$1,487,000
R-000098		\$1,595,479			\$1,595,479
R-000099	\$2,400,000				\$2,400,000
Total	\$5,325,000	\$3,920,479	\$303,000	\$334,000	\$9,882,479

Project Selection

Streets are evaluated and compared based on the calculated Pavement Condition Index (PCI). PCI is a street condition score ranging from zero to 100, where 100 is a perfect street condition and zero is impassable. The City uses a Pavement Management System (PMS), which is a set of planning tools and methods used to assist staff in determining cost-effective strategies for evaluating, maintaining, and managing street pavements based on the PCI. PMS involves the creation of pavement inventory throughout the City street network, the collection of pavement distress conditions, and the analysis of the pavement conditions. The most recent PMS study was utilized to develop a list of streets exclusively for arterial and collector streets. For the upcoming survey that will be conducted later this year, it will include local/residential streets. This will help the City evaluate and prioritize which local/residential street will receive rehabilitation.

For local/residential streets, the PCI has not been calculated; however, City conducts “windshield” surveys to select street candidates. Those streets where the funding can be stretched the farthest while achieving the greatest useful life will be included within the available funds. As noted above, the next PMS update will include gathering data to measure the PCI for local/residential streets allowing for a better comparison and prioritization of candidates.

As noted, Measure T is one of several funding sources that can be used to match or be combined with other funding sources. This allows the City to expand the list of streets on a project through economy of scale. There is funding capacity in the 5 projects outlined in Table 3 to add additional streets including those that were discussed at the June 21, 2023, Council meeting. The candidate projects below are similar in condition to those already identified for the 5 projects listed in Attachment 2. While additional analysis is needed, staff anticipates adding one or more of the following street segments:

- Granada Drive north of Pecan Avenue
- 6th Street between A Street and Magnolia Street
- Santa Bonita from Olive Avenue to Maple Street
- Santa Cruz from Olive Avenue to Maple Street
- Maple Street east of Stadium Drive
- Owens Street from Adell Street to Sherwood Way

FINANCIAL IMPACT:

An approved AEP by the City Council is required to receive the City’s allocation of Measure T funds. The allocation of funds in the AEP is consistent with project funding in the proposed CIP for FY 2023/24.

There is no adverse impact to the General Fund for the implementation of these projects and programs.

ATTACHMENTS:

1. Resolution
Exhibit A - Measure T Annual Expenditure Plan FY 2023/24
2. List of Current Street 3R Projects in FY 2023/24 CIP
3. Maps of All Proposed Streets Projects

Attachment 1

Resolution

RESOLUTION NO. 23-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA,
CALIFORNIA APPROVING THE MEASURE T ANNUAL EXPENDITURE PLAN
(AEP) FOR FISCAL YEAR (FY) 2023/24 AND AUTHORIZING THE CITY
ENGINEER TO SUBMIT THE PLAN TO THE MADERA COUNTY
TRANSPORTATION AUTHORITY (MCTA) FOR ADOPTION**

WHEREAS, the projects and programs proposed for approval in the FY 2023/24 Annual Expenditure Plan (AEP) are consistent with the Measure 'T' 2007 Strategic Plan; and

WHEREAS, the City is a designated agency for selecting projects and programs for approval and adoption by the MCTA into the Measure T Annual Work Plan; and

WHEREAS, pursuant to Public Utility Code 180108(a)(b) and section 6061 of the Government Code, a public notice with the time and place of the public hearing, July 19, 2023, at 205 W. Fourth Street, was published in the Madera Tribune; and

WHEREAS, the public was invited to comment on the proposed projects and programs during a public hearing that was held on July 19, 2023.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA HEREBY finds orders and resolves as follows:

1. The above recitals are true and correct.
2. The projects and programs, and expenditures shown on Exhibit 'A' attached hereto and are approved.
3. The City Engineer is hereby authorized and directed to submit a certified copy of this resolution to the MCTA for consideration to include the City of Madera's AEP in the FY 2023/24 Measure T Annual Work Program.
4. This resolution is effective immediately upon adoption.

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Exhibit A

Measure T Annual Expenditure Plan FY 2023/24

City of Madera
Measure T Annual Expenditure Plan
Fiscal Year (FY) 2023/24

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$11,330,040.79	\$132,086.79	\$ 1,657,688	\$ 13,119,815

Project	Budget
R-10 - Olive Avenue Widening	\$ 4,911,672.00
R-79 - RMRA Seals/Overlays 2021-22	\$ 1,075,000.00
R-81 - City Streets 3R & ADA Project, 2022-23	\$ 850,000.00
R-87 - Almond/Pine/Stadium Traffic Study	\$ 120,000.00
TS-32 - D Street/South Street Traffic Signal	\$ 66,500.00
Total Projects	<u>\$ 7,023,172</u>
Unprogrammed Balance	\$ 6,096,643.31

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$ 1,966,060.00	\$68,685.13	\$ 861,998	\$ 2,896,743

Project	Budget
Overlays - R-99 2024 Street R&R Project	\$ 1,000,000
Chip Seals/ Surry Seals/Microslurry - R-99 2024 Street R&R Project	\$ 500,000
Preventative Maintenance Treatments - 2024 Street R&R Project	\$ 500,000
Patching/Street Maintenance - Transfer to PW FY 2023/24 Budget	\$ 860,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 2,860,000
Unprogrammed Balance	\$ 36,743

<u>Suppl. Street Maint./County Maint. Districts</u>	\$ 1,224,357	\$46,230.38	\$ 580,191	\$ 1,850,778
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Project	Budget
R-80 RMRA Seals/Overlays 2022-23	\$ 1,000,000
Overlays	\$ -
Chip Seal - R-99 2024 Street R&R Project	\$ 200,000
Dust Mitigation	\$ -
Patching/Street Maintenance - R-99 2024 Street R&R Project	\$ 200,000
Other: Storm Drain Improvements	\$ 400,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 1,800,000
Unprogrammed Balance	\$ 50,778

City of Madera
Measure T Annual Expenditure Plan
Fiscal Year (FY) 2023/24

<u>Flexible Program</u>	\$	-	\$0.00	\$	-
Project	Budget				
<i>Impounded for Regional Projects</i>	\$	-			
Total Projects	\$	-			
<i>Unprogrammed Balance</i>	\$	-			
<u>ADA Compliance</u>	\$	167,415	\$2,641.74	\$	33,154
<u>ADA Compliance</u>				\$	203,211
Project	Budget				
R-58 Schnoor Ave Sidewalks	\$	103,000.00			
R-93 Washing School Sidewalks	\$	33,050.00			
<i>Reserve for Next Fiscal Year</i>	\$	-			
Total Projects	\$	136,050			
<i>Unprogrammed Balance</i>	\$	67,161			

<u>Transit Enhancement Program (Public)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
	659,254	\$9,668.75	\$ 121,343	\$ 790,266

Project	Budget
<i>Bus Shelter Relocation Project</i>	\$ 400,000
<i>Transit Center Canopy Construction</i>	\$ 60,000
Total Projects	\$ 460,000
<i>Unprogrammed Balance</i>	\$ 330,266

<u>ADA / Seniors / Paratransit</u>	\$	114,462	\$898.19	\$	11,272
<u>ADA / Seniors / Paratransit</u>				\$	126,632

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ -
Total Projects	\$ -
<i>Unprogrammed Balance</i>	\$ 126,632

<u>Environmental Enhancement Program</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
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<u>Total for all Sub-programs</u>	\$	393,073	\$10,566.94	\$	132,615
<u>Total for all Sub-programs</u>				\$	536,255

Project	Budget
ALY-01 Torres Way Alley Paving	\$ 229,500
ALY-03 CMAQ Alley Paving Project	\$ 160,000
PK-48 Tulare/Cleveland/Raymond Bike Path	\$ 19,325
R-58 Schnoor Ave Sidewalks, Sunset to River	\$ 53,800
R-93 Wasghington School Sidewalks	\$ 100,000
Total Projects	\$ 562,625
<i>Unprogrammed Balance</i>	\$ (26,369.82)

Attachment 2

List of Current Street 3R Projects in FY 2023/24 CIP

List of Current Street 3R Projects in FY 2023/24CIP

R-000079 RMRA Seals/Overlays 2021-22

Austin Avenue from Adell Street to Clark Street
 Cleveland Avenue from Tulare Street to Raymond Road
 Raymond Road from Cleveland Avenue to City Limits
 Sherwood Way from Country Club to Davis Street
 Sherwood Way from Davis Street to D Street
 D Street from Sherwood Way to 4th Street
 Sunset Avenue from Linden Avenue to 4th Street
 Howard Avenue from Granada Drive to Amerine Avenue
 Stadium Road from Pecan Avenue to Gamay Avenue
 Olive Avenue from Mariposa Street to Tozer Street
 Woodlands Drive from Sunset Avenue Woodlands Court
 Hillcrest Court from West to East
 Forest Court from West End to Woodlands Drive
 Forest Lane from Woodlands Drive to Cedar Creek Lake

Lake Street (Sunrise Ave to Clinton St)
 Lincoln Ave (From Sharon Ave to Sierra St)
 Maple Street (From Pine St to Grove St)
 Noble Street (From Gill Ave to Maple Street)
 Rush Street (From D St to Dellavalle Ave)
 Tulare Street (From Wessmith to Kennedy St)
 Wilson Street (From Sharon Ave to Owens St)
 Wrenwood Way (From Tulare St to Fountain Way)
 Wessmith Way (From Tulare St to Barcelona Way)
 Fountain Way (From Wessmith Way to Sherwood Way)
 Lake Street (From Cleveland Ave to Central Ave)
 Lake Street (From Central Ave to Yosemite Ave)

R-000080 RMRA Seals/Overlays 2022-23

Clark Street (From Tulare to Lake St)
 Clark Street (From Austin Ave to D St)
 Ashlan Way (From Rogers St to Lake St)
 Vineyard Ave (From Sunrise Ave to Cross St)
 6th St (From K St to Gateway Dr)
 7th St (From L St to J St)
 8th St (From K St to Freeway 99)
 9th St (From K St to I St)
 Alderwood Court (From Schnoor to Alderwood Ct)
 Austin Street (From Lincoln Ave to Cleveland Ave)
 Bend Street (From Tulare to End of Bend St)
 Clinton Street (From Lake St to Lilly St)
 Grapewood Court (From Aspen Ln to End of Grapewood Ct)
 Harding Street (From Davis St to End of Harding St)
 Harding Street (From Owens St to Sharon Ave)
 K St (From Olive Ave to Yosemite Ave)

R-000081 2022/23 City Streets 3R & ADA Project

Kennedy Street (From Tulare St to Creekside Dr)
 Kennedy Street (From Creekside Dr to Jericho Dr)
 W Almond Ave (From Santa Bonita to Monterey St)
 S Granada Dr (From Almond Ave to Cherry Tree Dr)
 Schnoor Ave (From 195th South of Modoc St to Howard Rd)
 Schnoor Ave (From Howard Rd to Sunset Ave)
 Clinton St (from Lilly St to Fig Ave)

R-000098 RMRA Seals/Overlays 2023-24

Granada Dr (From Pamela Dr - Cleveland Ave)
 H Street (From 4th Street to 2nd Street)
 Pine Street (From W 3rd Street to Olive Ave)
 N Gateway Dr (From W 3rd Street to Central Ave)
 Santa Cruz Street (From Maple St to Olive Ave)
 Rotan Ave (From Howard Rd to W 5th Street)
 Maple Street (From Stadium Rd to Santa Cruz St)

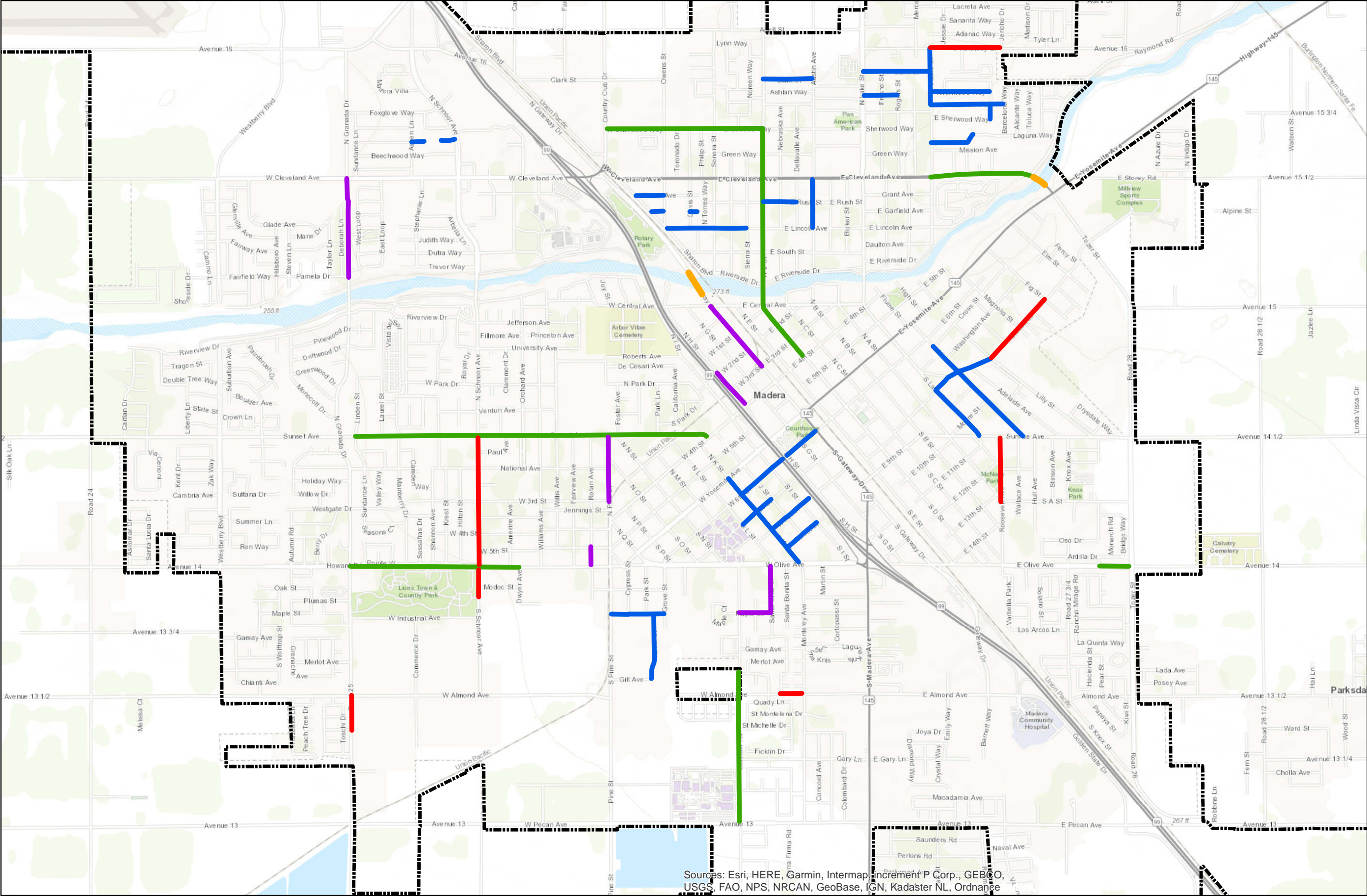
R-000099 R-99 2024 Street R&R Project

to be determined following PMS update

Attachment 3

Maps of All Proposed Street Projects

CITY STREETS 3R PROJECTS



Legend

B-4

R-79

R-80

R-81

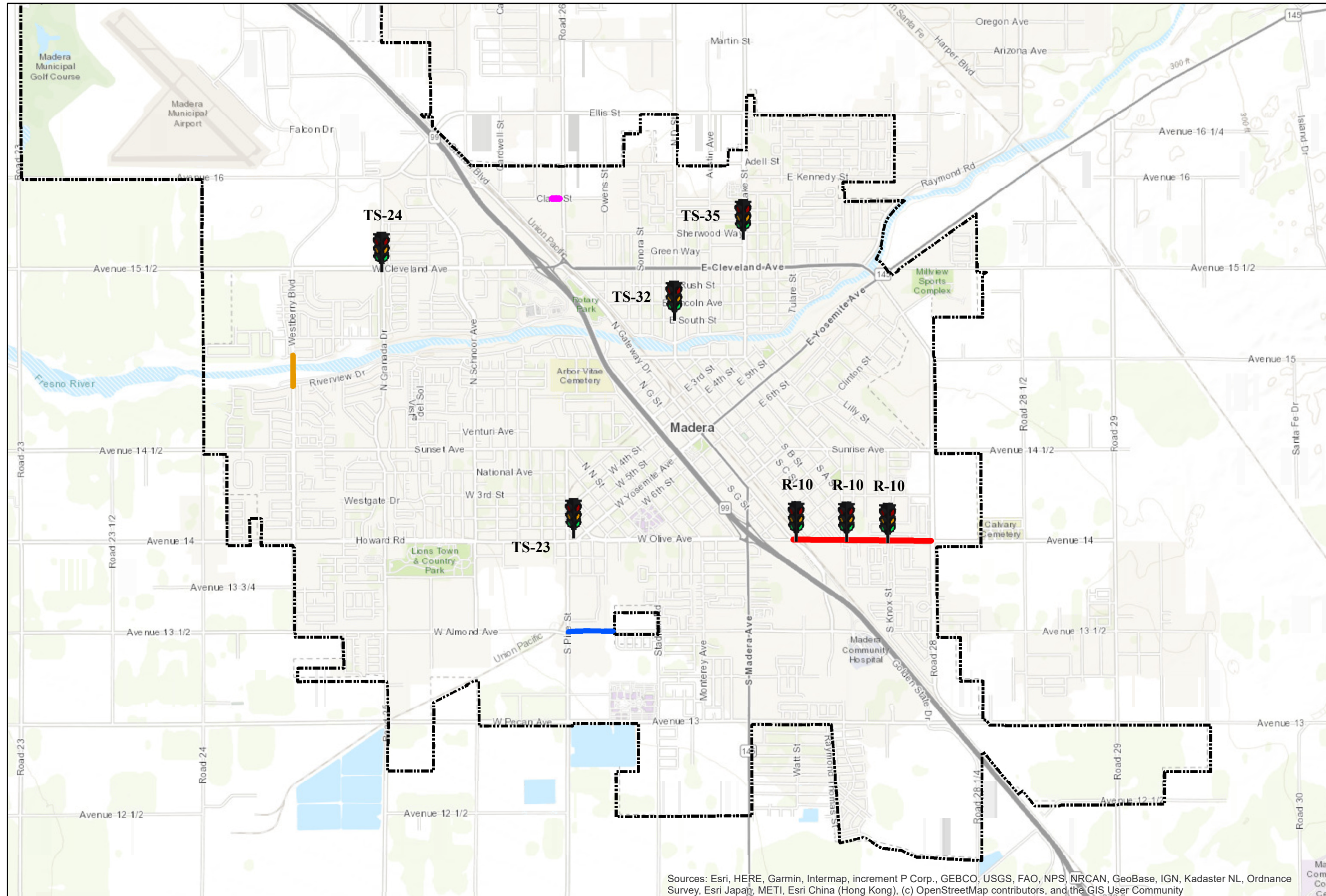
R-98

City Limits

3 R =
RECONSTRUCTION
RESTORATION
REHABILITATION

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance

NEW CONSTRUCTION - ROAD PROJECTS - TRAFFIC SIGNAL



Legend

B-2

B-6

R-10

R-82

R-10

TS-23
TRAFFIC SIGNAL
MODIFICATION
AT HOPYQ

TS-24

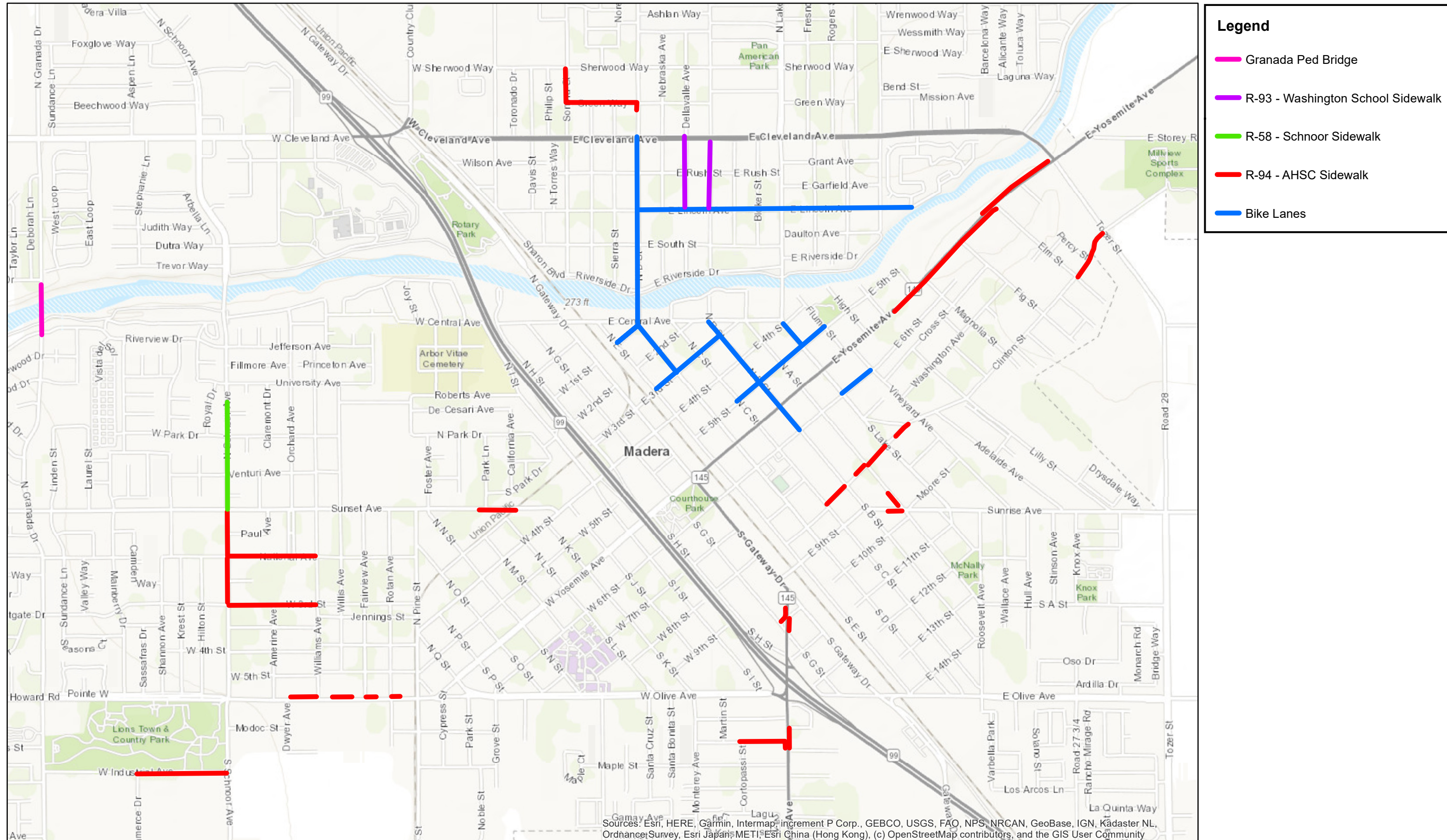
TS-32

TS-35

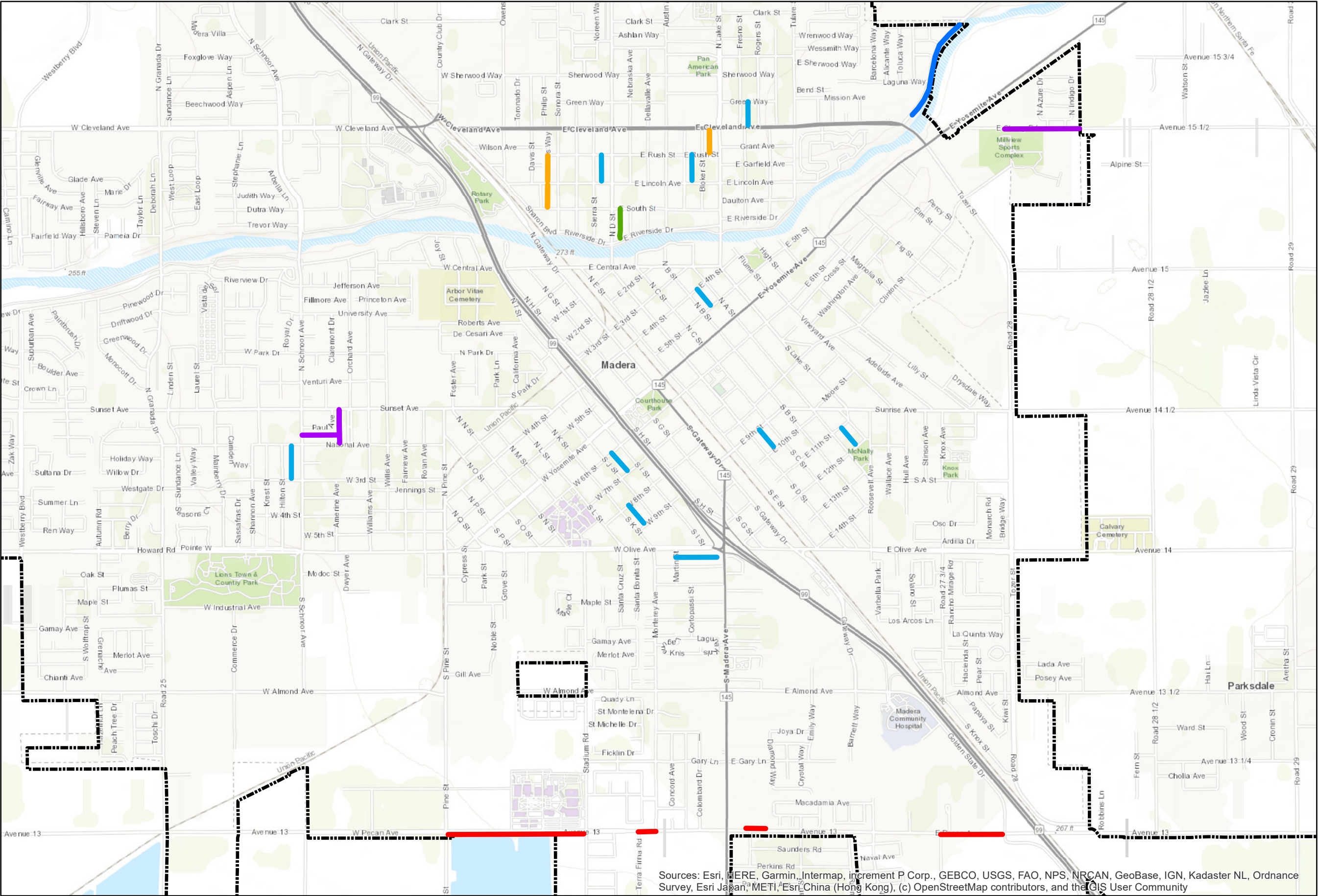
City Limits

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

BIKE/PEDESTRIAN PROJECTS



SHOULDER PAVING & ALLEY PAVING PROJECTS



Legend

R-37 - Raymond Rd

R-60 - Storey Rd

R-67 - Pecan Ave

ALY-01

ALY-03

ALY-01 - ADD ALTERNATE *

ALY-03 - ADD ALTERNATE *

City Limits

* Construction of these
Alleys subject to funding
availability

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community