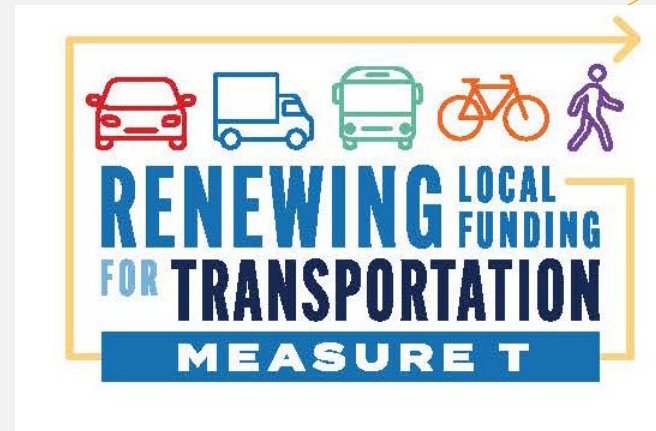


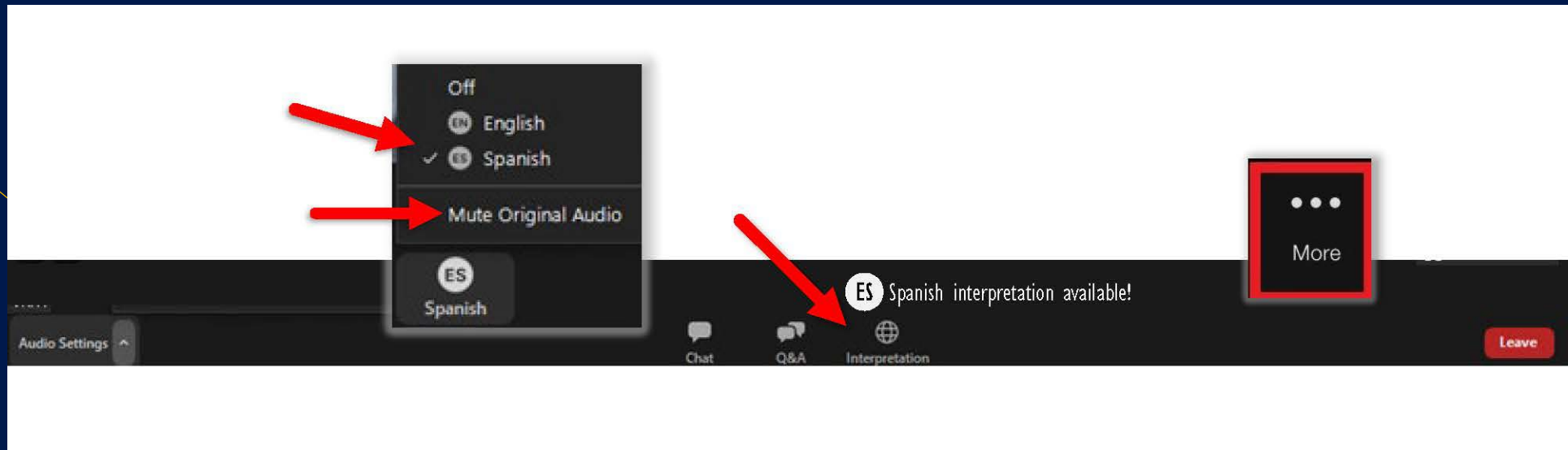


# Measure T Renewal Investment Plan Steering Committee March 17, 2022



# Interpretation Services

- Simultaneous Spanish interpretation is available for today's webinar. Please join via the Interpretation button at the bottom of the screen.
- Interpretación simultánea en español estará disponible durante la videoconferencia del día de hoy. Para unirse al modo de interpretación, favor de seleccionar el icono que parece un mundo en la parte inferior de la pantalla. Después seleccione español y ponga el audio original en silencio. Por último, oprima listo.
- Puede someter preguntas o comentarios en su idioma de preferencia.

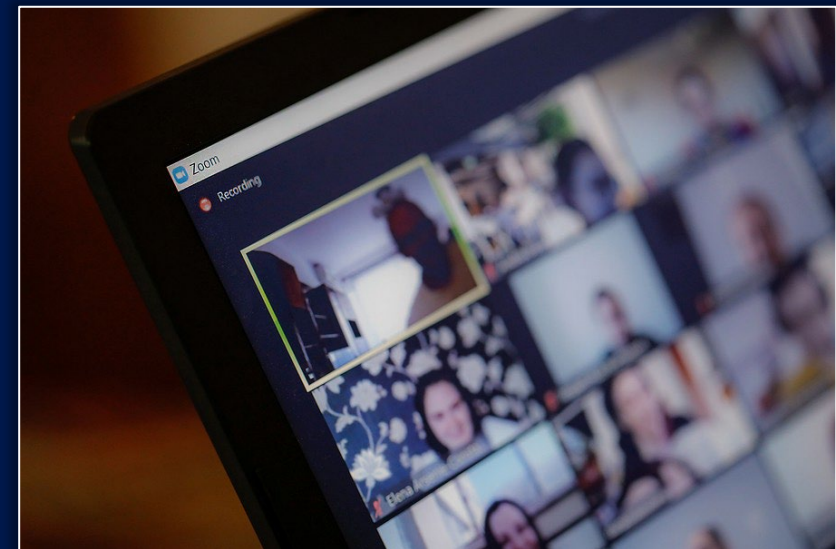


# Webinar Protocols

- Microphones will be automatically muted, video will be off public attendees
- Video will remain off for public attendees even while speaking
- Post general questions in the Q&A box
- Use the raise hand function to direct a question to the Speaker or Steering Committee
- For attendees that joined by phone, \*9 is the raise hand function
- Phone callers, please use \*6 to unmute and mute yourself, not the mute function of your phone
- There will be a public comment period at the end of the agenda. If you plan to comment
  - Add your name, agency, and subject matter to the Q&A box

## When Called Upon to Speak

- Staff will unmute your microphone
- **State your**
  - Name
  - Agency, organization, or special interest group if applicable
- **All speakers will be limited to two (2) minutes**
- Staff will announce when your time is up and disable your microphone when your time is up



- There are two opportunities for public comment during the Steering Committee meeting 1) At the beginning of the meeting during Item II on the Agenda – Public Comment Related to Items on the Agenda and 2) During Item VIII – Public Comment Related to Items Not on the Agenda. The Steering Committee is a working group responsible for development of the Measure T Renewal Investment Plan. The Steering Committee will ultimately recommend approval of the Plan to the Madera County Transportation Authority (MCTA). It is the MCTA Board that will take action to approve the Plan and request that the Board of Supervisors place the ballot measure on the November 2022 ballot.
- If you have comments related to specific projects within neighborhoods or communities such as desiring a round-a-bout at an intersection or the extension of transit service in the City of Madera or Chowchilla, please direct such comments to the City where the project is located or to the County if it is located outside of the City of Madera or Chowchilla. MCTC staff working on the Regional Transportation Plan will also accept the comment and forward the comment to the responsible local agency. This Steering Committee will not be addressing specific project needs other than major regional transportation projects along state highways or other major arterials that connect the cities and unincorporated communities.



Item #	Description	Action/Presenter
I.	Introductions & February 17, 2022 Meeting Minutes	Informational/Approval – Co-Chairs Poythress and Frazier
II.	Public Comment Related to Items on the Agenda	Informational - Co-Chairs Poythress and Frazier
III.	Measure T Renewal – Methodology to Distribute MT3 Funding to Local Agencies	Review & Approve - P. Taylor & T. McNeil, MCTA/MCTC
IV.	Measure T Renewal – Staff Modal Allocation Proposal	Initial Review - G. Vivian, VRPA Technologies, P. Taylor & T. McNeil, MCTC/MCTA, E. Moy, Moy & Associates
V.	Public Engagement Update	Informational – C. Heath & A. Wara-Macapinlac, TBWBH Props & Measures, Dylan Stone, MCTC
a.	Polling Status	
b.	Mailer Status	
b.	Other Outreach Activity Status	
VI.	Next Steps:	
a.	Staff Items	Informational – P. Taylor, MCTA, G. Vivian, VRPA Technologies
b.	Renewal Schedule	Informational – G. Vivian, VRPA & P. Taylor, MCTA
c.	Next Meeting Date – TBD – preferably in March (March 24 or March 31, 2022)	Informational - Co-Chairs
VII.	Public Comment Related to Items Not on the Agenda	Informational - Co-Chairs



# **Item I: Introductions/ February 17, 2022 Meeting Minutes**

Co-Chairs



**MCTA**

MADERA COUNTY  
TRANSPORTATION  
AUTHORITY

# **Item II: Public Comment Related to Items on the Agenda**

Co-Chairs





**MCTA**

MADERA COUNTY  
TRANSPORTATION  
AUTHORITY

# **Item III:**

## **Measure T Renewal – Methodology to Distribute MT3 Funding to Local Agencies**



## Measure T Renewal Local Allocation Alternatives

### Self Help Counties Formulae and Metrics for Distributing Measure Funds to Local Jurisdictions

Self Help Agency	Formulae and Metrics for Distributing Funds to Local Jurisdictions
ACTA	Local transportation funds within a geographic sub-area will be allocated to the jurisdictions within that sub-area based on a formula weighted 50% by the population of the jurisdiction within the sub-area and 50% on the number of road miles within the sub-area. The allocations may change in the future based on changes in population and road mile figures.
CCTA	The funds are to be distributed on a formula based on population and road miles.
FCTA	The funds are to be distributed on a formula based on population and road miles.
ICTC	Each Local Agency including the County of Imperial and each incorporated City within the County of Imperial, shall receive an annual base sum of \$150,000, adjusted annually for inflation. The remaining revenues after distribution of the base shall be distributed to each Local Agency on the following basis: 1. Eighty percent (80%) based on total population using the most recent Department of Finance population estimates and as calculated as of January 1 of each year and used to calculate the succeeding fiscal year's appropriation limit. Twenty percent (20%) based on maintained street and road mileage as certified and/or submitted to the California Department of Transportation (CAL TRANS) by each Local Agency annually.
TAM	Funds are allocated to local agencies based on a formula weighted 50% by the population of the local agency's jurisdiction and 50% by the number of lane miles within the limits of that agency's jurisdiction. This formula was updated on a biennial basis to address changes in population and lanes mile figures. Eligible projects
MCAg	based on the average of the jurisdiction's share of the total countywide population and their share of the total countywide public maintained road miles. For example, if a jurisdiction has 35% of the population and 75% of the road miles they will be allocated 55% of the funds remaining after the base amounts are allocated.
TAMC	The formula distribution for these funds is based on 50% road miles and 50% population.
NVTA	Can't determine
RCTC	The funds made available in the Western County area will be distributed to the cities and the county by a formula based 75% on proportionate population and 25% on revenues generated by Measure "A". Allocations of funds to the cities and the county in the Coachella Valley will be based on a formula weighted 50% on proportionate dwelling units and 50% on Measure "A" revenues generated within each jurisdiction. In the Palo Verde Valley, the formula distribution is based 75% on proportionate population and 25% on sales tax revenues generated in each area.

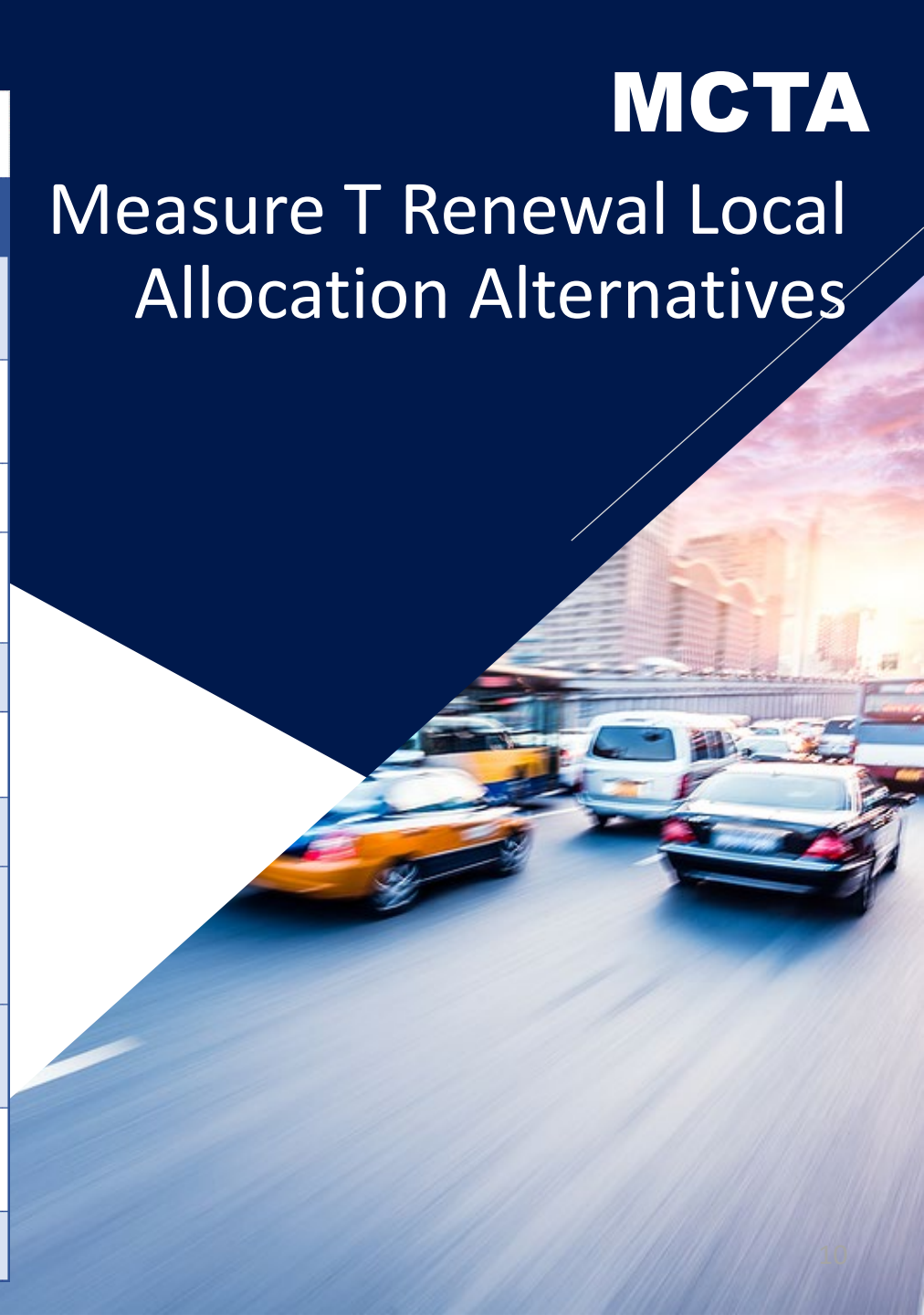


## Measure T Renewal Local Allocation Alternatives

### Self Help Counties

#### Formulae and Metrics for Distributing Measure Funds to Local Jurisdictions

Self Help Agency	Formulae and Metrics for Distributing Funds to Local Jurisdictions
STA	Distribution among the cities and unincorporated county shall be based 75% on relative population (per most recent annual California Department of Finance estimates) and 25% on relative paved and maintained road mileage (as reported in each entity's automated pavement management system).
CSBCG	Funding will be provided to each local jurisdiction (City of Hollister, City of San Juan Bautista, and San Benito County) based on a population based formula. 47.5 percent to San Benito County, 47.5 percent to the City of Hollister, and 5 percent to the City of San Juan Bautista.
SBCTA	Allocations to jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1.
SJCOG	Divided 50% to San Joaquin County, 50% to the incorporated cities. Individual city allocations are by their proportionate share of the total incorporated population. The baseline allocation will be increased annually for inflation by 3% or the actual annual growth in sales tax revenue if sales tax growth rate is below 3%.
SMCTA	The annual distribution shall be based 50% on population and 50% on road miles, which will be adjusted annually based on California Department of Transportation and Department of Finance data.
SBCLTA	Revenues will be allocated to cities and the County based on their proportionate share of subcounty population (North County or South Coast) after each jurisdiction has received a \$100,000 annual base allocation.
SCVTA	The Local Streets and Roads category distributes funds according to a population-based formula and Santa Clara County's road and expressway lane mileage.
SCCRTC	Funds will be distributed at least quarterly to cities and the County of Santa Cruz based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.
SCTA	The formula distribution for Local Streets Rehabilitation funds is based on a 50% road miles and 50% population. The road mile and population data are updated annually using Department of Finance population figures and centerline miles as reported by local jurisdictions.
STANCOG	As the Local Transportation Authority (LTA) for the Stanislaus region, StanCOG apportions local Measure L funds to its member agencies on a formula basis. [Exact formula not found; appears responsive to local jurisdiction population].
TCAG	Each City and the County receive funding based on a formula using population (50%), maintained miles (25%), and vehicles miles traveled (25%).



# Measure T Renewal Local Allocation Alternatives (Cont.)

**Measure T Renewal Plan**  
**Local Agency Measure T Renewal Plan Allocation Alternatives**  
**\$ 15,000,000 Example Allocation from the Local Transportation Program**

**Base Data**

Local Agency	Population	% Total Population	Maintained Road Miles	% Total Maintained Road Miles	Avg Pop/Miles % of Total
Chowchilla	12,673	7.9969%	60	3.45%	5.73%
Madera	66,172	41.7557%	176.88	10.18%	25.97%
County	79,629	50.2474%	1499.96	86.36%	68.30%
Total:	158,474	100.0000%	1736.84	100.00%	100.00%



# Measure T Renewal Local Allocation Alternatives (Cont.)

100% Population	
Chowchilla	1,199,534.31
Madera	6,263,361.81
County	7,537,103.88
	<b>15,000,000.00</b>

50% Population, 50% Road Miles	
Chowchilla	858,858.38
Madera	3,895,481.83
County	10,245,659.79
	<b>15,000,000.00</b>

Base - \$100,000; Remaining Pop/Miles 50/50	
Chowchilla	941,681.21
Madera	3,917,572.20
County	10,140,746.59
	<b>15,000,000.00</b>

Base - \$150,000; Remaining Avg. Pop/Miles	
Chowchilla	983,092.63
Madera	3,928,617.38
County	10,088,290.00
	<b>15,000,000.00</b>





**MCTA**

MADERA COUNTY  
TRANSPORTATION  
AUTHORITY

# **Item IV:**

## **Measure T Renewal – Staff Modal Allocation Proposal**

Measure T Renewal Plan – 01/04/22

Potential Funding Programs/Subprograms to Initiate Discussion

Program *1, *2	Subprogram	Eligible Projects*3
<p>1. Community &amp; Neighborhood Streets &amp; Roads</p>	<p>Local Neighborhood and Major Streets Maintenance</p>	<p>Street and Road Maintenance (pavement and pothole repair, drainage improvements, other related improvements)</p>
	<p>Local Road Improvements</p>	<p>Lane Widening</p>
		<p>Bridge Improvements</p>
		<p>Conversion to Higher Capacity Facility</p>
		<p>Gap Project</p>
		<p>Extension Facility</p>
		<p>Railroad Grade Separation Projects</p>
		<p>Operational Improvements (Traffic Signals, Shoulder Improvements, Channelization, Round-A-Bout, Passing Lanes, Fiber Optics, Signal Coordination, Intersection Modifications, Streetlights, Etc.)</p>
		<p>Safety Improvements (Street, road, highway, rail, other)</p>
		<p>Smart Corridors</p>
<p>Flexible (Priority Community &amp; Neighborhood Transportation Projects)</p>	<p>Transportation Related Projects/Programs including streets and roads, transit, bike, trail and pedestrian, aviation, and other transportation-related projects and programs)</p>	
	<p>Regional Streets, Roads &amp; Highways</p>	<p>Major regional street, road and highway improvements – List of Prioritized Projects from the 2022 RTP/SCS and future RTPs</p>
		<p>Goal of “leveraging” State and Federal Funding</p>



Measure T Renewal Plan – 01/04/22		
Potential Funding Programs/Subprograms to Initiate Discussion		
Program *1, *2	Subprogram	Eligible Projects*3

2. Public Transit	<ul style="list-style-type: none"> <li>✓ City of Chowchilla</li> <li>✓ City of Madera</li> <li>✓ County of Madera</li> </ul>	<p>Urban and Rural Fixed-Route and Demand-Response Transit Services/Systems:</p> <ul style="list-style-type: none"> <li>• Effective transit services for the general public, seniors, and disabled persons</li> <li>• Cost-effective solutions to improve mobility in unserved or underserved areas</li> <li>• Transit safety enhancements</li> <li>• Transit fare subsidies (i.e., senior/disabled scrip program)</li> <li>• Seamless fare media systems</li> <li>• Bus stop and signage enhancements</li> <li>• Transit support facilities</li> <li>• Fleet improvements, acquisitions, and conversion to clean technologies</li> <li>• Planning, studies, and grant writing</li> <li>• Marketing and outreach</li> </ul> <p>New/Innovative Public Transit Services/Systems:</p> <ul style="list-style-type: none"> <li>• Service optimization with transportation network companies (i.e., Uber; Lyft)</li> <li>• Autonomous shuttles/vehicles</li> <li>• First/last-mile connections</li> <li>• Microtransit - flexible routing and scheduling</li> <li>• Shared “rides” (i.e., CalVans; Green Raiteros; Van Vien)</li> <li>• Shared “vehicle” rentals (i.e., Mio Car)</li> <li>• Transit signal priority</li> <li>• Dedicated bus lanes</li> </ul> <p>Large Transit and Multi-Modal Projects:</p> <ul style="list-style-type: none"> <li>• Bus rapid transit</li> <li>• Light rail transit</li> <li>• Amtrak access facilities (i.e., pedestrian; bike, etc.)</li> <li>• Multi-modal mobility hubs</li> </ul>
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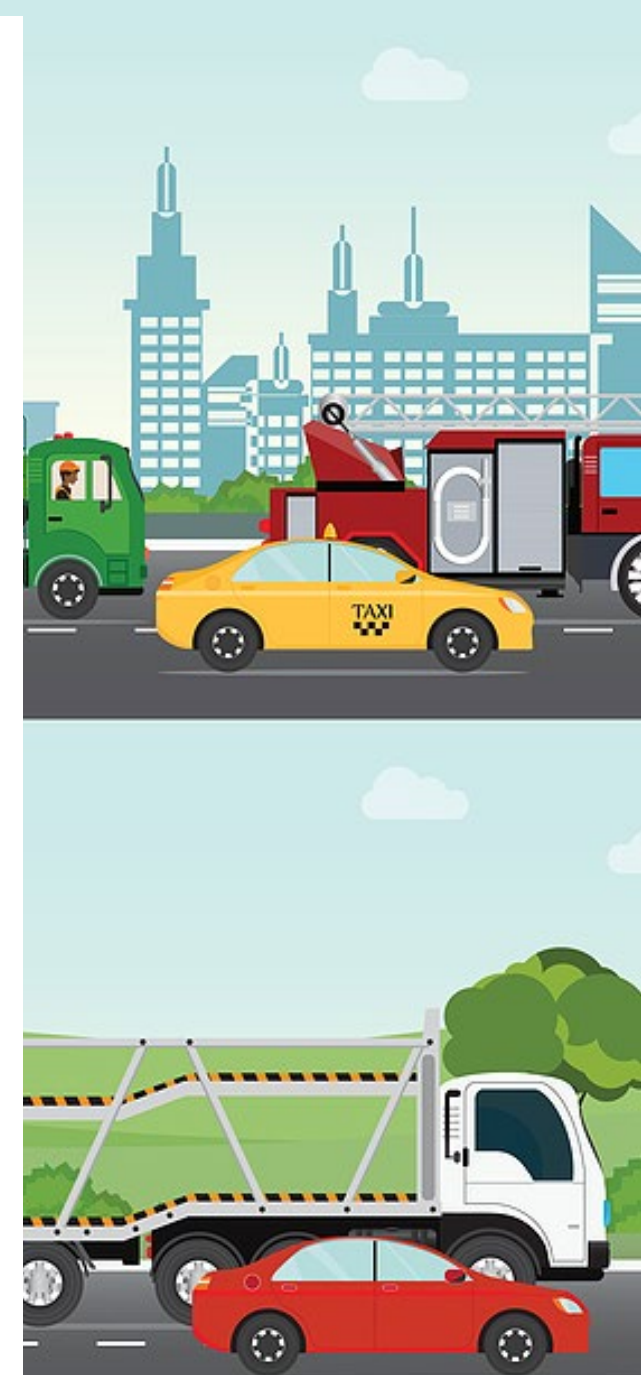


Measure T Renewal Plan – 01/04/22		
Potential Funding Programs/Subprograms to Initiate Discussion		
Program *1, *2	Subprogram	Eligible Projects*3
3. Active Transportation - Bicycles, Pedestrians, and Trails		Active Transportation Plans and Studies
		Bikeway, Trails, and Path Projects
		Pedestrian Facilities (Sidewalks, Other)
		Projects that Enhance School Safety
		Safety Projects: Protected facilities Traffic control devices Neighborhood street lighting Signage Shoulder Improvements
		Curb ramps, accessible pedestrian signals (APS), Other – City of Madera requests that this project be moved to the Local Road Improvements Subprogram
		Marketing, Public Engagement, & Education Activities
4. Clean Transportation / New Technologies (Competitive program)		Incentives to form and join carpools
		Incentives to form and join vanpools
		Incentives to form and join agricultural worker vanpools/CalVans
		Incentives to encourage telecommuting
		TOD Incentive Grants
		Charging Stations, Hydrogen Fueling, CNG, etc.
		Litter Abatement Matching Funds
		Public engagement, education programs
		Clean vehicle power support facilities
		Microgrid/solar EV battery charging
		Micro mobility hubs (are designed to provide and identify a range of connected travel choices)
		Innovations in micro mobility (bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles)
		Increased opportunities for telecommuting
		Future technology improvements
	Broadband infrastructure for telecommuting and education facility purposes	
		Marketing, Public Engagement, & Education Activities

\*1 – All programs would address ADA compliance.

\*2 – All programs will provide “pass through” MT3 funds to local agencies except the “Regional Streets, Roads, and Highways” subprogram, which will be administered by MCTA/MCTC and could be used to prepare grant and other funding requirements.

\*3 – Projects listed are examples and not inclusive of all eligible projects.





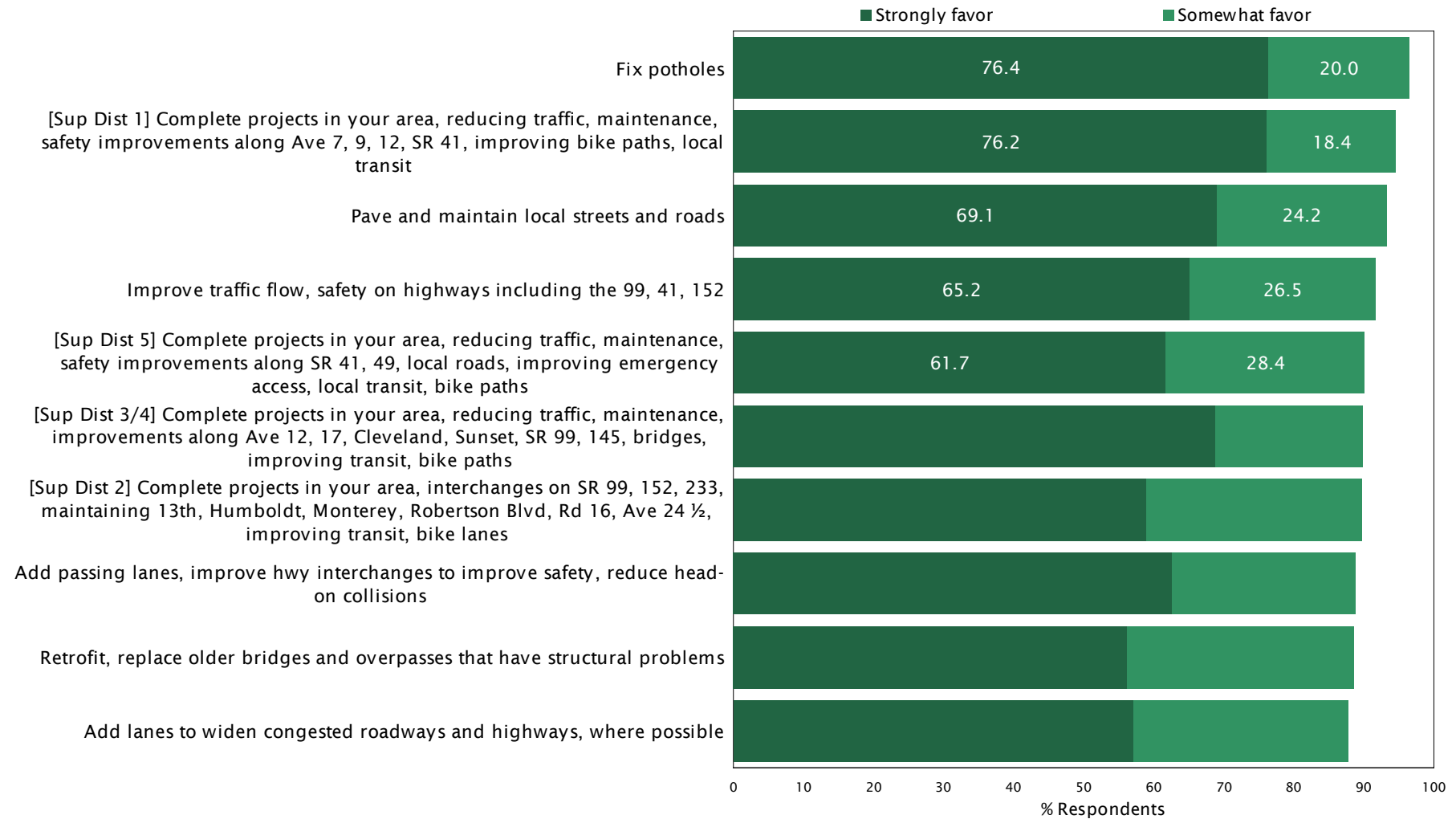
# Why the Local Transportation Program Should be the “Foundation” of Measure T3

- ✓ Need to “protect” the existing multi-billion-dollar taxpayer investment that we have in our community and neighborhood street/road network
- ✓ “Early” investment in community/neighborhood street/road transportation infrastructure will lower the cost, significantly reducing the cost of future repairs
- ✓ Well maintained streets/roads will have a “longer” life span thereby likely delaying the need for future repairs
- ✓ Over 90% of Madera County’s overall modal trips are made in an automobile/truck, that rely on the local street/road system. Arguably that approaches 100% if you consider that public transit, bicycles, and pedestrians also rely on the local street/road system and adjacent sidewalks
- ✓ A well-maintained local/neighborhood street/road system brings enhanced economic value to a community and improves its quality of life

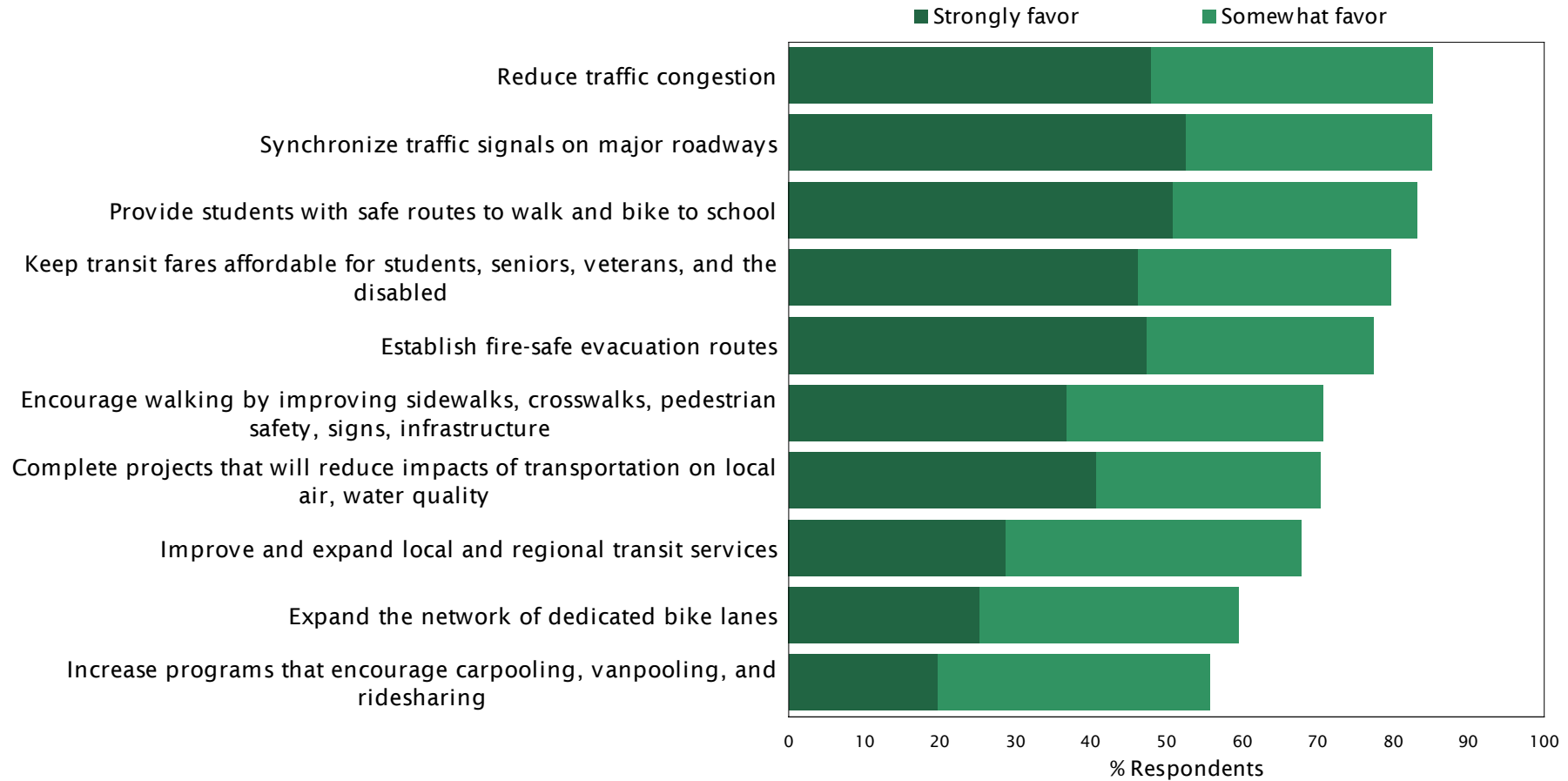
- ✓ Initial MT3 polling demonstrates that repairing potholes and maintaining local streets/roads is the voters “highest priority.”
- ✓ “All modes” of transportation rely on local streets/roads
- ✓ Examples:
  - Public Transit
    - Well maintained local streets/roads improve the user experience by providing a smooth riding enjoyable trip
    - Well maintained local streets & roads “reduce the cost of maintenance” of the public transit fleet-less tire damage, alignment/suspension issues, etc.
  - Active/Sustainability Projects
    - Active/sustainable projects typically utilize the local street/road system to deliver the project: Examples:
      - Future Electric Vehicle Charging stations will be located on local streets
      - Bike lanes on local streets
      - “Complete Street” Projects-local streets/roads are the foundation of a community mobility strategy that emphasizes a multi-modal approach to mobility-autos/transit/bike/pedestrian.
  - Rail-Local streets/roads provide the “last mile” connection to the rail station for rail customers, whether they come by auto/public transit/walking



# PROJECTS & SERVICES TIER 1

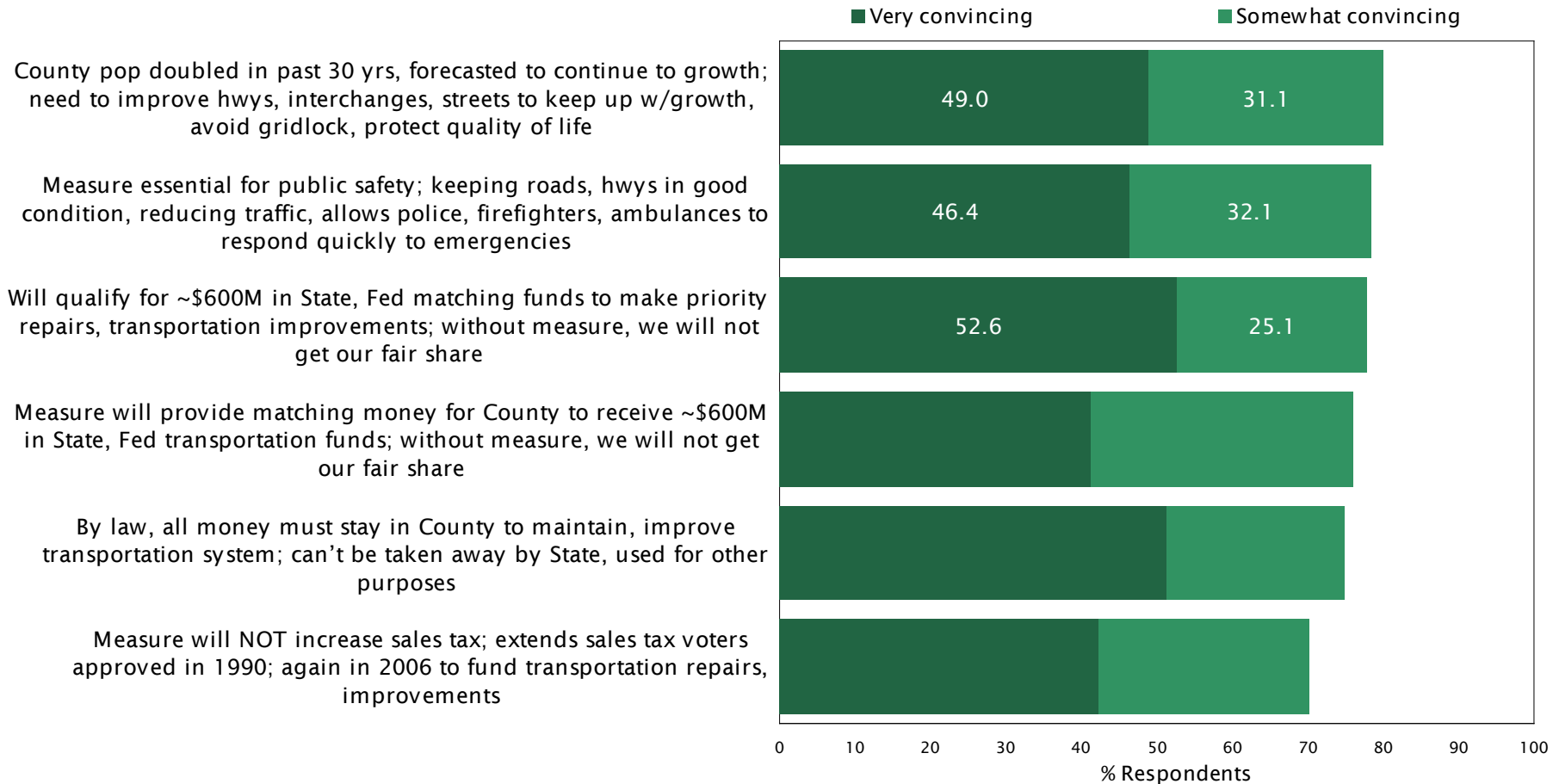


# PROJECTS & SERVICES TIER 2

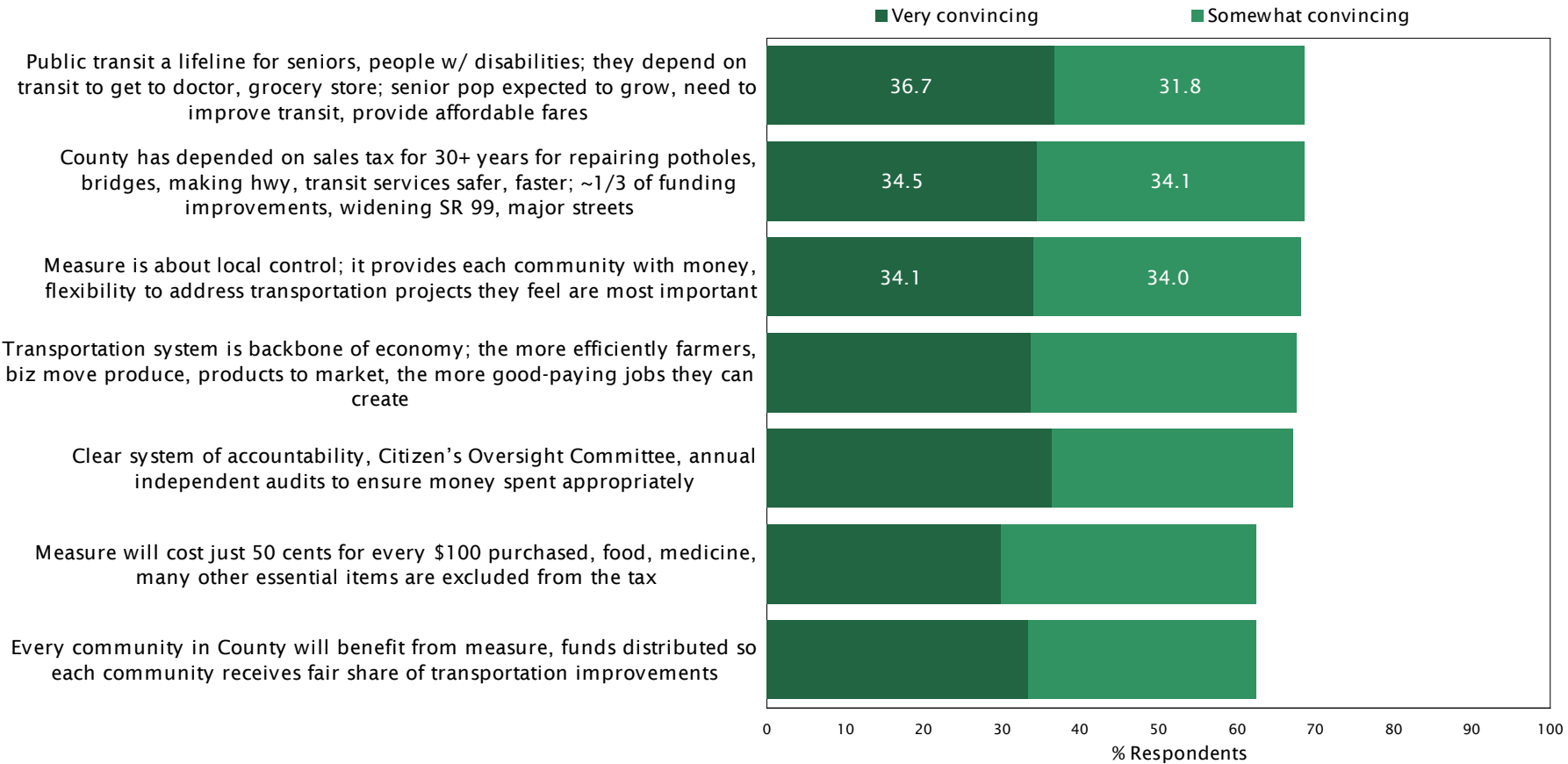




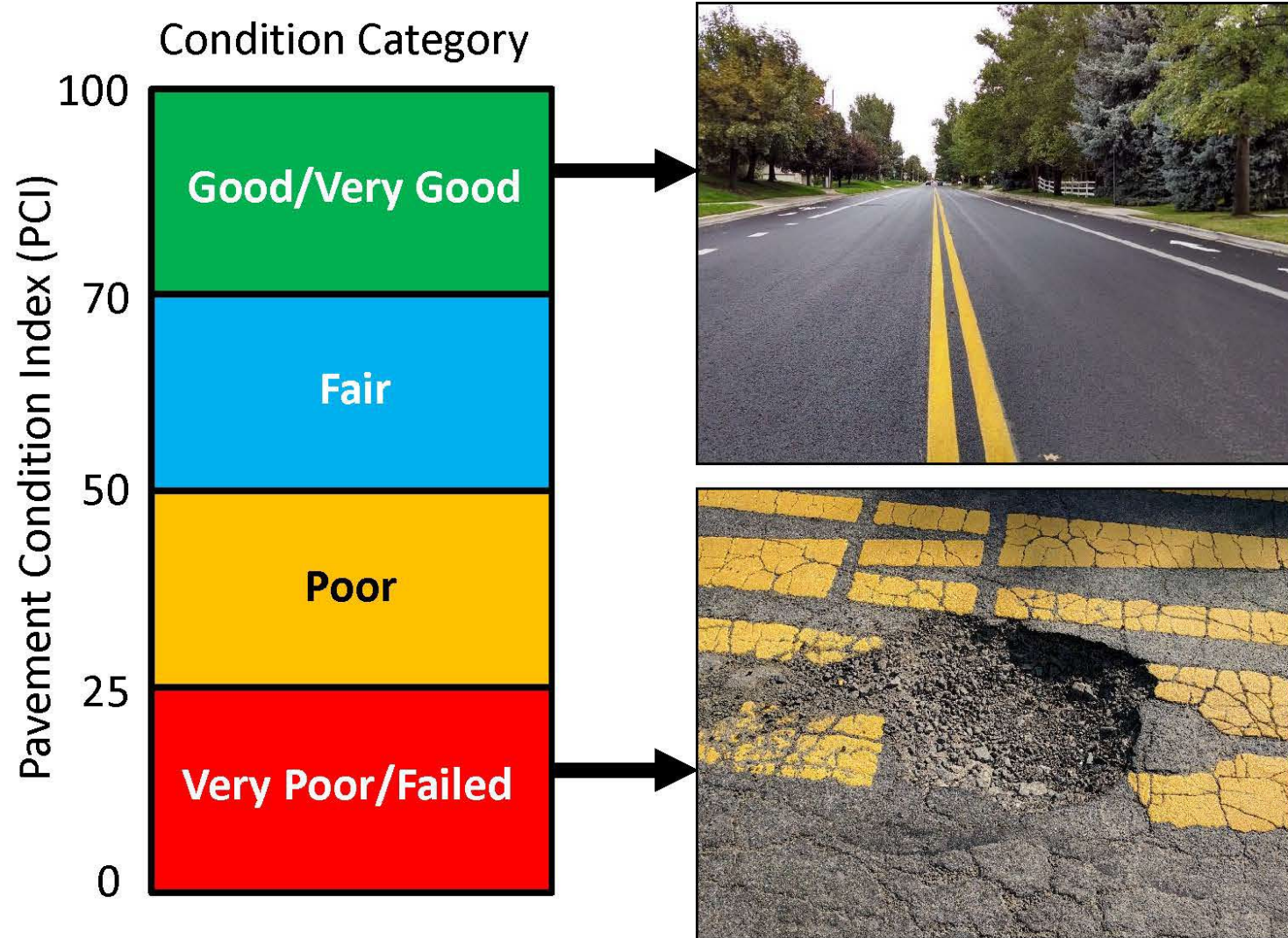
# POSITIVE ARGUMENTS TIER 1



# POSITIVE ARGUMENTS TIER 2



# How is Pavement Condition Measured?

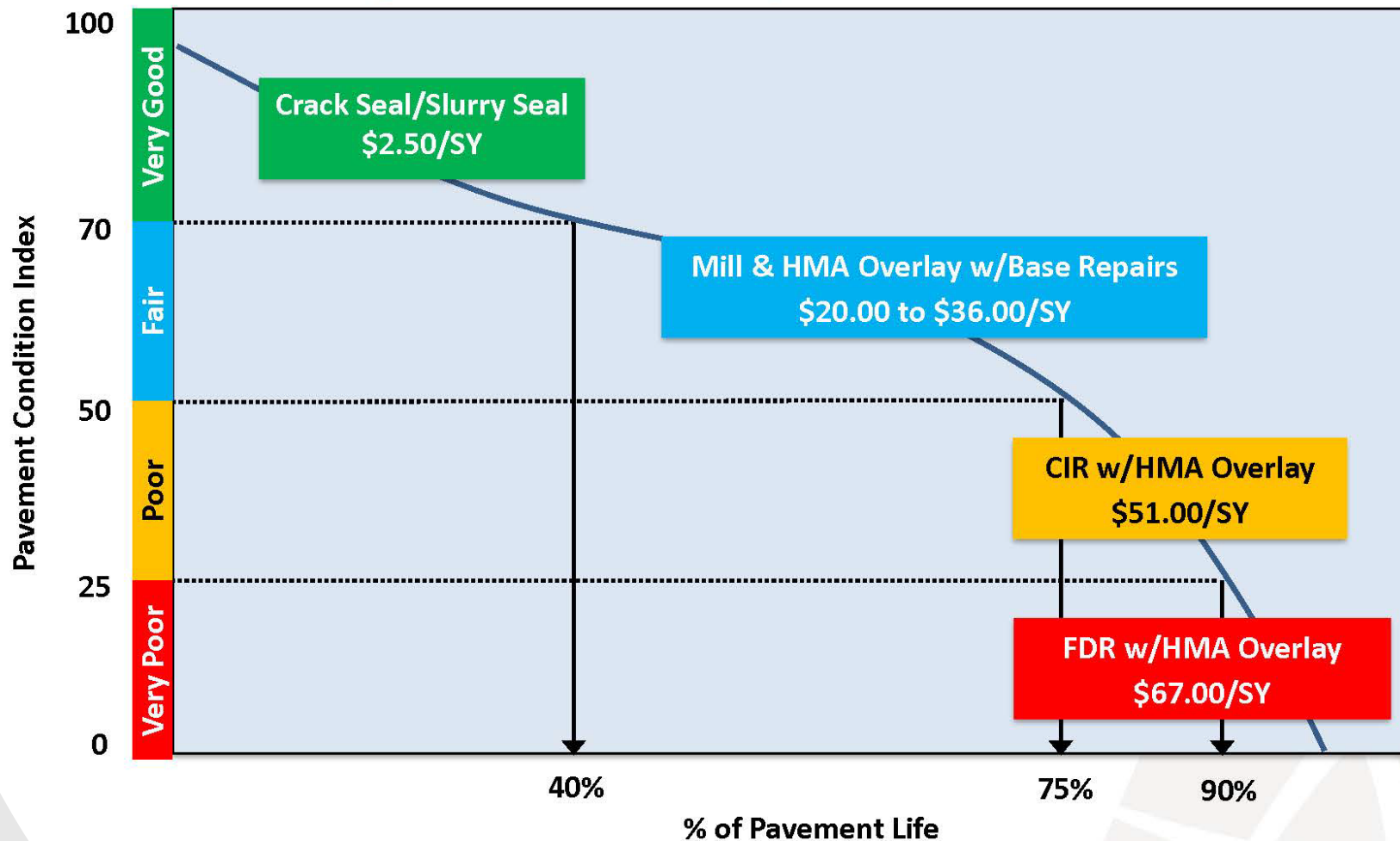


Measure T Renewal  
Cost to Achieve PCI of 70-75

Local Agency	Total Cost	PCI Goal
Madera County	\$ 781,020,763	75
City of Chowchilla	\$ 48,574,390	70
City of Madera	\$ 480,000,000	75
Total:	\$ 1,309,595,153	



# Types of Treatment Strategies “Pay Now or Pay More Later”



ANCE

Collaboration. Commitment. Confidence.<sup>SM</sup>

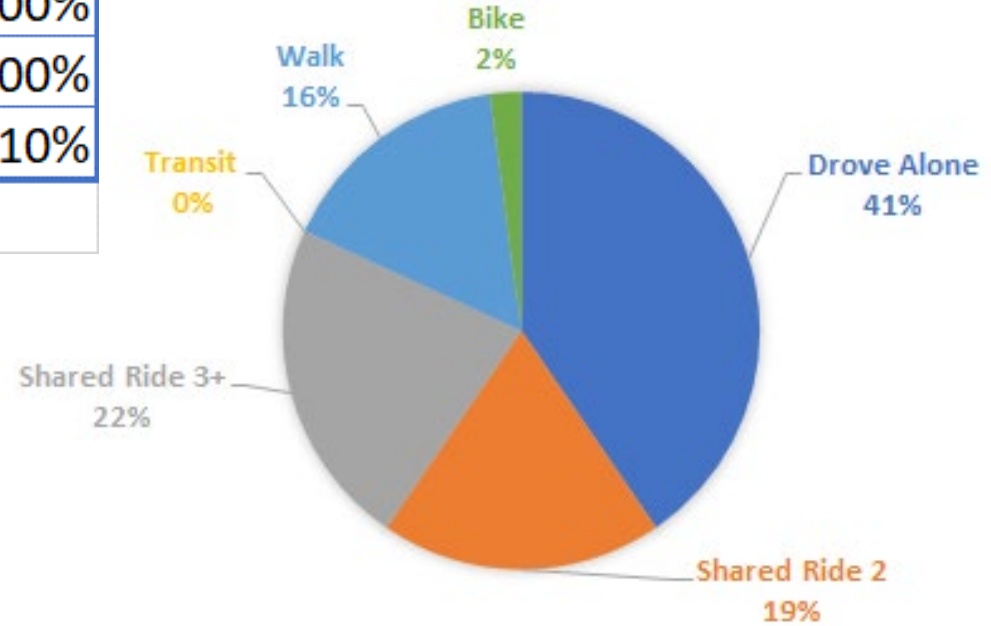
costs estimated countywide averages

## Percentage of Trips by Mode

Mode	Mode Share
Drove Alone	40.40%
Shared Ride 2	19.10%
Shared Ride 3+	22.30%
Transit	0.00%
Walk	16.00%
Bike	2.10%

Source: 2012 California Household Travel Survey

## PERCENTAGE OF TRIPS BY MODE



# Duration and Growth Rate

- ✓ Staff Recommending a 30-year Needs Assessment under an “Until Ended by Voters” Duration considering a 4.0% growth rate
- ✓ Funding projections shown utilize both of these recommendations

## MEASURE T RENEWAL REVENUES

30-Year	\$ 866,466,079
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# Proposal Highlights

- ✓ Historic investments in our local road system; not just on major roads but a major focus on neighborhood streets as well
- ✓ Sufficient funds to use "complete streets" rehabilitation and improvement strategies, including repairs to adjacent curb, gutter, and sidewalks
- ✓ Regional streets and highways funding that will focus on sustainability by protecting and optimizing our current investments rather than system expansions
- ✓ Allocations to the Active Transportation Program to help provide matching funds to the substantial investments that Active Transportation is receiving at the state and federal levels, as well as direct funding for other Active projects in the county

# Proposal Highlights (Cont.)



INVESTMENTS IN TRANSIT  
PROJECTS & SERVICES



INTEGRATION OF CLEAN  
TRANSPORTATION,  
ENVIRONMENTAL  
ENHANCEMENTS, & TRIP  
REDUCTION PROGRAMS  
WITHIN THE MAJOR  
CATEGORIES OF FUNDING



INVESTMENTS IN RESEARCH &  
DEVELOPMENT OF NEW  
TRANSPORTATION  
TECHNOLOGIES



AVERAGE ANNUAL FUNDING  
LEVELS GREATER THAN THE  
CURRENT 2006 MEASURE



ADMINISTRATION COSTS AT  
1.5%

# Other Assumptions

## ✓ Methodology

- MT3 allocations are based on the draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- The RTP/SCS identifies multimodal transportation needs through 2046 considering projects submitted by the 3 local agencies and Caltrans
- The RTP/SCS identifies projected funding from federal, state, regional, & local sources over the life of the RTP/SCS
- The Measure T 3 needs are identified based upon the Project Prioritization Study, and the 2018 and 2022 RTP/SCS





# Other Assumptions (Cont.)

## ✓ Future State and Federal Funding Outlook

- The Federal Transportation bill made substantial shifts in modal priorities toward transit & active transportation projects & programs
- The state budget also focuses on transit & active transportation
- The focus is not on streets/roads & highways, nor on neighborhood road maintenance
- Measure T3 will need to provide the funds that are required to improve the quality of our neighborhood road network

Federal Infrastructure Bill	
Federal Infrastructure Bill Program	Allocation
Active Transportation	\$1 billion
Bridge Program (Formula)	\$275 million
Carbon Reduction Program (Formula)	\$6.42 billion
Charging/Fueling Infrastructure Grants	\$2.5 billion
Competitive Bridge Grant Program	\$3.27 billion
Congestion Relief Program	\$250 million
Culvert Removal, Replacement, Restoration	\$5.5 billion
Healthy Streets Program	\$500 million
HSIP (Formula)	\$15.6 million
INFRA	\$4.8 billion
Metropolitan Planning (Formula)	\$2.27 billion
National Electric Vehicle (Formula)	\$5 billion
National Highway Freight (Formula)	\$7.15 billion
National Infrastructure Assistance	\$15 billion
PROTECT (Discretionary/Formula)	\$8.7 billion
Local/Regional Project Assistance Program	\$7.5 billion
Reconnecting Communities Pilot	\$500 million
Reducing Truck Emissions at Port Facilities	\$250 million
Rural Surface Transportation Grants	\$2 billion
Safe Streets/Road for All	\$6 billion
Stopping Threats on Pedestrians	\$250 million
Strengthening Mobility/ Revolutionizing Transportation (SMART)	\$1 billion
TAP	\$7.2 billion
Transportation Infrastructure Finance/Innovation Act (TIFIA)	\$1.25 billion
<b>Total:</b>	<b>104.2 Billion</b>



Proposed State of California Budget	
Category	Proposed Total
Statewide Transit and Rail	\$2 billion
Southern Calif Transit/Rail Projects	\$1.25 billion
Grade Separation Projects	\$500 million
Active Transportation Projects	\$500 million
Climate Adaptation Projects	\$400 million
Highways to Boulevards Pilot Program	\$150 million
Bicycles/Pedestrian Projects	\$100 million
<b>Total:</b>	<b>4.9 billion</b>



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## Public Transit

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- ✓ Flexible, reliable, predictable, and affordable services
- ✓ Zero/low emission conversions
- ✓ Other substantial funding sources
- ✓ Potential for innovative services and growth

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## Community and Neighborhood Streets and Roads

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- ✓ Addresses maintenance needs, other local mobility enhancing projects, and other “flexible” transportation needs
- ✓ PCI 70 and 75 “Good” Condition
- ✓ Allows a “Complete Streets” approach to street improvements
- ✓ Achieves 21.5% of the unmet need








# Regional Streets, Roads and Highways

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- ✓ Highway System substantially complete
  - ✓ Focus on operating the system – congestion avoidance
  - ✓ Interchange modifications
  - ✓ Smart Corridors – Managed Lanes
  - ✓ Major arterials of regional significance
  - ✓ Much smaller portion of program than prior measures
  - ✓ Supports a sustainable highway and major road system
  - ✓ Multimodal, including improvements benefiting Transit and Active Transportation
  - ✓ VMT mitigation strategies such as EV charging
- 



## Active Transportation – Bikes, Pedestrians, & Trails

- ✓ Popular statewide and within the County
- ✓ Significant State and Federal funding opportunities exist
- ✓ Local and Regional programs include active transportation facilities
- ✓ Funds to match State and Federal funding plus additional new Active projects
- ✓ Lower cost projects



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## Clean Transportation & New Technologies

- ✓ Competitive Program Countywide



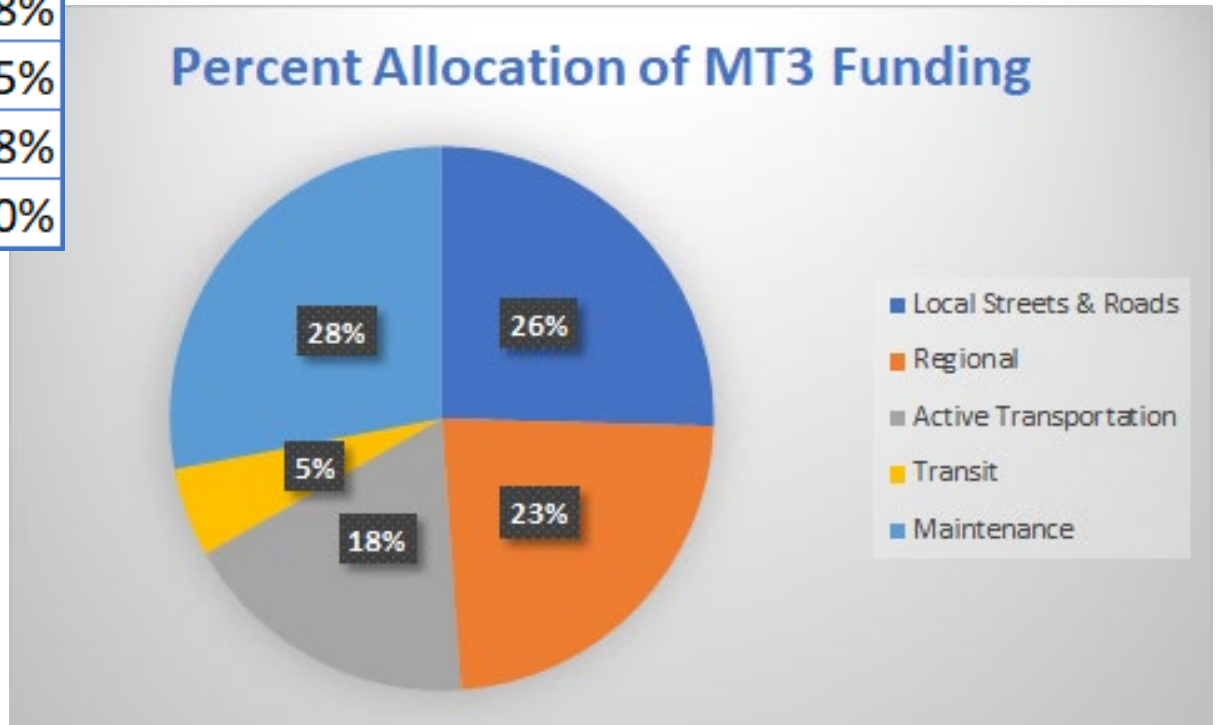
# Proposed Allocation of MT3 Renewal Funding

## Proposed Allocation to MT3 Programs - 30-Year Program Project Revenues and Costs

MT3 Program	Database Costs by MT3 Mode	Revenues by MT3 Mode	Unfunded Need	% of Unfunded Need	% Need Funded by MT3	Need Funded by MT3	Percent Allocation of MT3 Funding	Total Program Need Met by Non-MT + MT Funds	Percent of Total Program Need Met by Non-MT + MT Funds
Local Streets & Roads	\$ 1,131,320,057	\$ 161,023,540	\$ 970,296,517	25%	22%	\$ 208,613,751	25%	\$ 369,637,291	24%
Regional	\$ 1,041,780,139	\$ 148,279,106	\$ 893,501,033	23%	22%	\$ 192,102,722	23%	\$ 340,381,828	22%
Active Transportation	\$ 694,925,202	\$ 14,079,861	\$ 680,845,341	18%	22%	\$ 146,381,748	18%	\$ 160,461,609	10%
Transit	\$ 350,701,446	\$ 148,729,731	\$ 201,971,715	5%	22%	\$ 43,423,919	5%	\$ 192,153,650	13%
Maintenance	\$ 1,309,595,153	\$ 242,315,350	\$ 1,067,279,803	28%	22%	\$ 229,465,158	28%	\$ 471,780,508	31%
Clean Technology	\$ -	\$ -	\$ -	0%	0%	\$ -	0%	\$ -	0%
Admin/Planning	\$ -	\$ -	\$ -	0%	0%	\$ -	0%	\$ -	0%
	\$ 4,528,321,997	\$ 714,427,588	\$ 3,813,894,409	100%		\$ 819,987,298	100%	\$ 1,534,414,886	100%
						\$ 46,012,702.06			

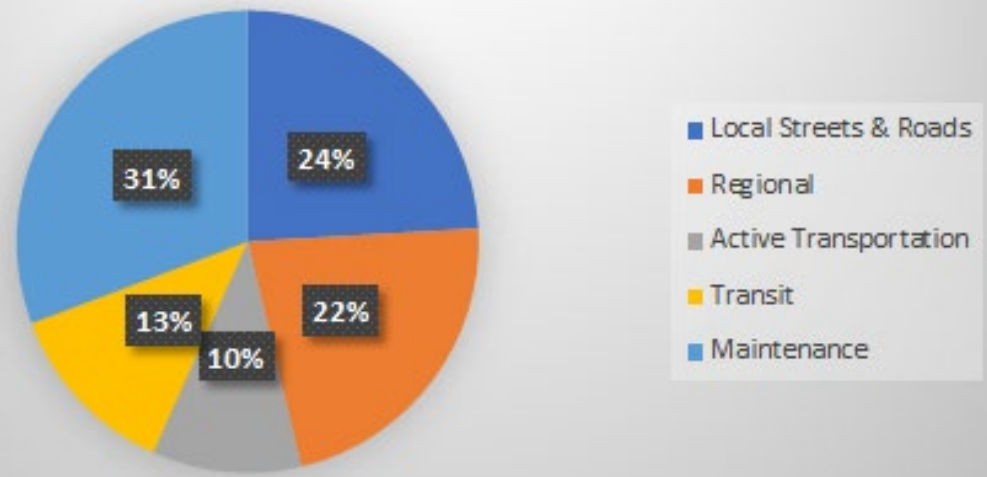


MT3 Program	Percent Allocation of MT3 Funding
Local Streets & Roads	25%
Regional	23%
Active Transportation	18%
Transit	5%
Maintenance	28%
	100%

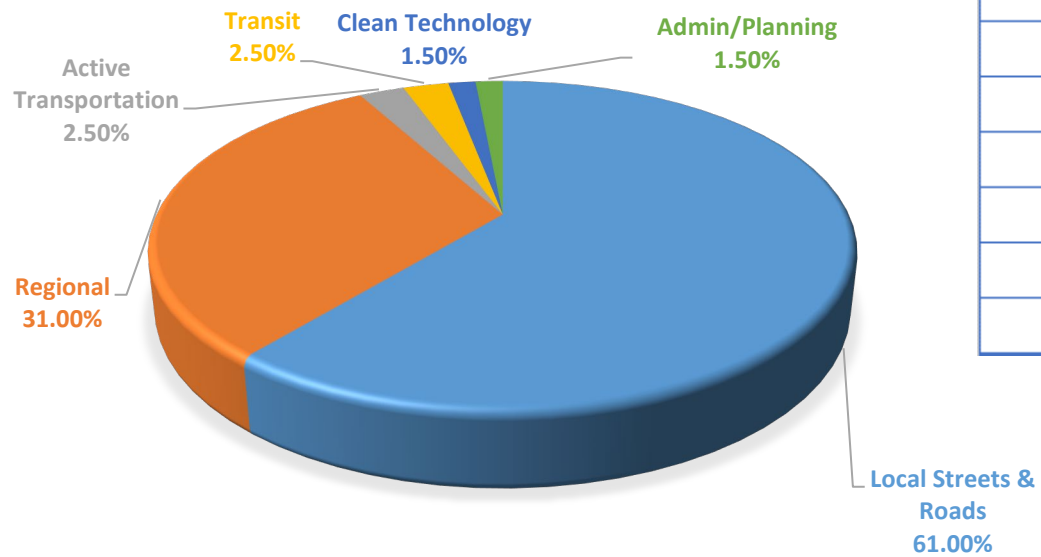


MT3 Program	Percent of Total Program Need Met by Non-MT + MT Funds
Local Streets & Roads	24%
Regional	22%
Active Transportation	10%
Transit	13%
Maintenance	31%
	100%

**% of Total Program Need Met by Non-MT + MT Funds**



### REVISED 30-YEAR ALLOCATION ASSUMPTION



### Revised 30-Year Allocation Assumption

Allocation	Program	\$	866,000,000
61.00%	Local Streets & Roads	\$	528,260,000
31.00%	Regional	\$	268,460,000
2.50%	Active Transportation	\$	21,650,000
2.50%	Transit	\$	21,650,000
1.50%	Clean Technology	\$	12,990,000
1.50%	Admin/Planning	\$	12,990,000
100.00%			



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# **Item V: Public Engagement Update**

- a. Polling Status
- b. Mailer Status
- c. Other Outreach Activity Status

**Informational – C. Heath & A. Wara-Macapinlac, TBWBH  
Props & Measures, Dylan Stone, MCTC**





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## **Item V: Next Steps**

- a. Staff Items
- b. Renewal Schedule
- c. Next Meeting Date – March 10, 2022

P. Taylor, MCTA/MCTC, G. Vivian, VRPA  
Technologies

# Staff Items

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# MEASURE T RENEWAL PLAN SCHEDULE

Steering Committee Meeting Dates and Agenda Items – Revised 02/03/22

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY
	<<< Complete Admin Draft – Expenditure Plan, Implementing Guidelines & Program Eligibility (150 Days) >>>					<ul style="list-style-type: none"> <li>✓ 30-Day Public Review (days requires release June 20, 2022)</li> </ul>	<ul style="list-style-type: none"> <li>✓ MCTA Board Approval – July 20, 2022</li> <li>✓ Madera BOS Ballot Approval – July or August 2022</li> <li>✓ Submit Ballot Language to Elections Office by August 12, 2022</li> </ul>
<b>STEERING COMMITTEE MEETING DATES</b>	<b>Jan 20</b>	<b>Feb 10 Feb 17</b>	<b>Mar 10 Mar 17</b>	<b>Apr 7, 14, or 28 Apr 21</b>	<b>May 5, 12, or 26 May 19</b>	<b>Jun 2, 9, 23, or 30 Jun 16</b>	
<b>STEERING COMMITTEE AGENDA ITEMS</b>	<ul style="list-style-type: none"> <li>✓ Finalize Measure T Goals &amp; Objectives</li> <li>✓ Finalize Measure T Renewal Plan Priorities</li> <li>✓ Measure T Duration Alternatives</li> <li>✓ <b>Initiate Development of Measure T Renewal Programs</b></li> <li>✓ Community Engagement Status</li> </ul>	<ul style="list-style-type: none"> <li>✓ Community Engagement Status</li> <li>✓ <b>Final Measure T Renewal Programs</b></li> <li>✓ Policy &amp; Priority Discussions</li> <li>✓ Vision for the State Highway System</li> <li>✓ General Plan &amp; Regional Transportation Plan (RTP) considerations</li> <li>✓ Public Transit Projects</li> </ul> <hr/> <ul style="list-style-type: none"> <li>✓ Discussion of metric alternatives to establish the allocation of Measure T Program funding to local agencies</li> <li>✓ PCI 70 Requirements</li> <li>✓ Other Policy Considerations</li> <li>✓ Community Engagement Status</li> <li>✓ Review Polling Process</li> </ul>	<ul style="list-style-type: none"> <li>✓ Community Engagement Status</li> <li>✓ Citizen Oversight Committee (COC) Structure</li> <li>✓ <b>Initiate Discussion of Measure T Renewal Funding Allocations to Renewal Programs</b></li> </ul> <hr/> <ul style="list-style-type: none"> <li>✓ Community Engagement Status</li> <li>✓ <b>Final Measure T Renewal Funding Allocations to Renewal Programs</b></li> <li>✓ <b>Initiate Discussion of Regional Project Priorities</b></li> </ul>	<ul style="list-style-type: none"> <li>✓ Community Engagement Status</li> <li>✓ Review Poll Results</li> <li>✓ <b>Final Regional Project Priorities</b></li> <li>✓ <b>Initiate Discussion of Implementation Guidelines</b></li> </ul> <hr/> <ul style="list-style-type: none"> <li>✓ Community Engagement Status</li> <li>✓ <b>Continue Development of Implementation Guidelines</b></li> </ul>	<ul style="list-style-type: none"> <li>✓ Community Engagement Status</li> <li>✓ <b>Continue Development of Implementation Guidelines</b></li> </ul> <hr/> <ul style="list-style-type: none"> <li>✓ Community Engagement Status</li> <li>✓ <b>Final Implementation Guidelines</b></li> <li>✓ <b>Initiate Development of the Draft Measure T Renewal Plan</b></li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Continue Development of the Draft Measure T Renewal Plan</b></li> </ul> <hr/> <ul style="list-style-type: none"> <li>✓ <b>Final Draft Measure T Renewal Plan</b></li> <li>✓ Recommend Approval of the Draft Measure T Renewal Plan</li> </ul>	<ul style="list-style-type: none"> <li>✓ Presentation to MCTA Board for Approval</li> <li>✓ Presentation to Madera BOS to approve placement on the November 2022 ballot</li> </ul>





Next Meeting Date:  
TBD





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# **Item VI: Public Comment Related to Items Not on the Agenda**

Co-Chairs



Feel free to contact MCTA Staff for additional information:



Patricia Taylor, Executive Director



Ph: (559) 675-0721, Ext. 1



Email: [patricia@maderactc.org](mailto:patricia@maderactc.org)



<https://www.maderactc.org/measuret>

