

AGENDA

2022 Measure T Renewal Investment Plan

Steering Committee

Date: May 19, 2022 / Time: 1:30 - 3:30 P.M. / Place: Zoom Meeting #13

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone. Public

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Item #	Description	Action/Presenter
I.	Introductions, Meeting Minutes for April 28, 2022 and May 5, 2022	Informational/Approval – Co-Chairs Poythress and Frazier
II.	Public Comment Related to Items on the Agenda	Informational - Co-Chairs Poythress and Frazier
IV.	Measure T Renewal – Investment Plan and Implementing Guidelines - Report Outlines	Review, Comment, and Potential Approval - G. Vivian, VRPA Technologies, P. Taylor, T. McNeil, MCTC/MCTA, Ellen Moy, Moy & Associates
V.	Public Engagement Update	Informational – C. Heath & A. Wara-Macapinlac, TBWBH Props & Measures, D. Stone, MCTC
a.	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 – May 26, 2022 – if Needed	Informational - Co-Chairs
VII.	Public Comment Related to Items Not on the Agenda	Informational - Co-Chairs

Important Notice Regarding COVID 19:

This Steering Committee meeting will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 7, as adopted by the Madera County Transportation Commission Policy Board on April 20, 2022. The meeting will be conducted via teleconference using the Zoom platform. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

If you are participating via telephone only, please dial *9 to raise your hand and use *6 to unmute yourself once called upon. You can also submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 Ext. 7. Comments will be shared with the Steering Committee and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

Regarding any disruption that prevents the Steering Committee from broadcasting the meeting to members of the public, then (1) if public access can be restored quickly, the meeting will resume in five (5) minutes to allow re-connection of all members of the Committee and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.



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Measure T Renewal Investment Plan

- I. Introduction
 - a. Extending Measure T (Purpose, Authority, Duration)
 - b. The Measure T Renewal Investment Plan (Overview)
 - c. Success of the Previous and Current Measure T Program (Overview of Measure A and 2006 Measure T)
 - d. Measure T Benefits (Major Benefits Resulting from the previous Measures and Need to Extend in 2022)
 - e. Renewal Investment Plan Contents
- II. Responding to Core Values
 - a. Renewal Investment Plan Goals, Policies and Objectives
- III. Overview – The Measure T Renewal Process
 - a. Plan Development
 - i. MCTA Board (Role and Responsibilities)
 - ii. Steering Committee (Role and Responsibilities)
 - b. Expected Measure T Proceeds
 - i. Duration (Decision/Process to Choose an “Until Ended by Voters” Measure)
 - ii. Proceeds (Estimated Proceeds and Assumptions)
 - iii. Scheduled Renewal Investment Plan Updates
 1. Every 15 years
 - c. Plan Programs and Funding Allocations (Section Narrative, Lists and Table/Chart of MT3 Programs/Subprograms, Reference to Implementing Guidelines and Performance Measures)
- IV. Further Information
 - a. MCTA Contact Information
- V. Citizen’s Oversight Committee
 - a. Purpose
 - b. Structure
 - c. Responsibilities
 - d. Administrative Issues
 - i. Committee Formation
 - ii. Selection and Duties of Committee Chair and Vice Chair
 - iii. Committee Meetings
 - iv. Subcommittee Requirements
 - e. Committee Membership and Quorum
 - i. Membership Selection
 - ii. Selection Committee
 - iii. Recruitment Process
 - iv. Term of Membership
 - v. Eligibility

- f. Staffing
- g. Other Responsibilities – Enhanced public outreach and education - Ambassadors

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Measure T Renewal Investment Plan Implementing Guidelines

- I. Introduction
 - a. Purpose of Guidelines
- II. Programs/Subprograms (Contents within each Program/Subprogram)
 - a. Program/Subprogram Overview (Including goals/purpose)
 - b. Implementing Agencies
 - c. Measure T Program/Subprogram Disbursement Process/Requirements
 - d. Eligible Projects/Programs
 - e. Other Requirements (Note: All Programs would address ADA compliance)
- III. Performance Measure Development Process (Following Plan Approval by MCTA Board)
- IV. Governing Board and Organizational Structure
- V. Renewal Investment Plan Update, Approval Process, and Investment Plan Amendments
- VI. Independent Financial Audits
- VII. Citizen Oversight Committee

Section II above has been detailed for each Program and Subprogram below:

Program 1 - Community & Neighborhood Streets & Roads

Subprogram 1A - Local Neighborhood and Major Streets Maintenance

- ✓ Overview (Including goals/purpose)
- ✓ Implementing Agencies
 - ✓ City of Chowchilla
 - ✓ City of Madera
 - ✓ County of Madera
 - ✓ MCTA/MCTC
- ✓ Measure T Program/Subprogram Disbursement Process/Requirements
 - Allocation Process - based on population
 - Maintain existing level of effort
 - Inclusion of projects in Local Agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), Annual Work Program (AWP), or a Resolution approving an eligible project or list of projects and/or programs at public hearing of each local agency
 - Definition of Maintenance
- ✓ Eligible Projects/Programs
 - Street and Road Maintenance (pavement and pothole repair, drainage improvements, other related improvements) including:
 - Planning and environmental analysis
 - Conceptual and Preliminary engineering
 - Design Engineering (PS&E)
 - Right-of-way acquisition, support and relocation
 - Utilities relocation
 - Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, unpaved roads, and alley
 - Inspection of construction engineering
 - Direct staff time (salary and benefits)
 - Consultants selected consistent with a local agency selection process

- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor
- Public engagement, education programs, marketing
- New Technology applications
- Regional Pavement Condition Index (PCI) Study (MCTA/MCTC staff or consultant services) – As necessary
- Local Agency Pavement Management Programs (PMPs) updated every 3 years
- ✓ Other Requirements
 - Compliance Check
 - Fund Accumulation and Non-Compliance Requirements
 - Claims Process/Disbursements – Determine how long funds can be accrued before applied to projects/programs
 - Monitoring/Reporting Requirements
 - Audit Process

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Program 1 - Community & Neighborhood Streets & Roads

Subprogram 1B - Local Street and Road Improvements

- ✓ Overview (Including goals/purpose)
- ✓ Implementing Agencies
 - ✓ City of Chowchilla
 - ✓ City of Madera
 - ✓ County of Madera
- ✓ Measure T Program/Subprogram Disbursement Process/Requirements
 - Allocation Process - based on population
 - Maintain existing level of effort
 - Inclusion of projects in Local Agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency
- ✓ Eligible Projects/Programs
 - Lane Widening
 - Bridge Improvements
 - Conversion to Higher Capacity Facility
 - Gap Project
 - Extension Facility
 - Railroad Grade Separation Projects
 - Operational Improvements (Traffic Signals, Shoulder Improvements, Channelization, Round-A-Bout, Passing Lanes, Fiber Optics, Signal Coordination, Intersection Modifications, Streetlights, Etc.)
 - Safety Improvements (Street, road, highway, rail, other)
 - Public engagement, education programs, marketing
 - New Technology applications
 - Eligible investments would include all recognized Subprogram project phases including:
 - Planning and environmental analysis
 - Conceptual and Preliminary engineering
 - Design Engineering (PS&E)
 - Right-of-way acquisition, support and relocation
 - Utilities relocation
 - Construction (rehabilitation, maintenance and/or reconstruction) of streets and roads, unpaved roads, and alley
 - Inspection of construction engineering
 - Direct staff time (salary and benefits)
 - Consultants selected consistent with a local agency selection process
 - Construction contractors selected consistent with a local agency selection process
 - Labor, materials, and equipment for day labor
- ✓ Other Requirements
 - Compliance Check
 - Fund Accumulation and Non-Compliance Requirements
 - Claims Process/Disbursements
 - Monitoring/Reporting Requirements
 - Audit Process
 - Incorporate Complete Street components to the extent feasible

Program 1 - Community & Neighborhood Streets & Roads

Subprogram 1C - Flexible (Priority Community & Neighborhood Transportation Projects)

- ✓ Overview (Including goals/purpose)
- ✓ Implementing Agencies
 - ✓ City of Chowchilla
 - ✓ City of Madera
 - ✓ County of Madera
- ✓ Measure T Program/Subprogram Disbursement Process/Requirements
 - Allocation Process - based on population
 - Inclusion of projects in Local Agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency
- ✓ Eligible Projects/Programs
 - Transportation Related Projects/Programs including streets and roads, transit, bike, trail and pedestrian, aviation, and other transportation-related projects and programs) including:
 - Rehabilitation/Reconstruction/Maintenance projects and/or programs
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Complete Streets improvements
 - Traffic control devices to enhance student and public safety
 - Public transit improvements
 - Active Transportation projects and improvements
 - Grade Separation projects
 - Any other projects, programs and/or systems directly or indirectly related to transportation and circulation within each of the jurisdictions
 - Public engagement, education programs, marketing
 - Eligible investments would include all recognized Subprogram project phases including:
 - Planning and environmental analysis
 - Conceptual and Preliminary engineering
 - Design Engineering (PS&E)
 - Right-of-way acquisition, support and relocation
 - Utilities relocation
 - Construction of any transportation-related project including alleys and unpaved road
 - Inspection of construction engineering
 - Direct staff time (salary and benefits)
 - Consultants selected consistent with a local agency selection process
 - Construction contractors selected consistent with a local agency selection process
 - Labor, materials, and equipment for day labor
- ✓ Other Requirements
 - Compliance Check
 - Fund Accumulation and Non-Compliance Requirements
 - Claims Process/Disbursements
 - Monitoring/Reporting Requirements

- Audit Process
- Incorporate Complete Street components to the extent feasible

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Program 1 - Community & Neighborhood Streets & Roads

Subprogram 1D - Regional Streets, Roads & Highways

- ✓ Overview (Including goals/purpose)
- ✓ Implementing Agencies
 - ✓ City of Chowchilla
 - ✓ City of Madera
 - ✓ County of Madera
 - ✓ Caltrans
 - ✓ MCTA/MCTC
- ✓ Measure T Program/Subprogram Disbursement Process/Requirements
 - Allocation Process - based on regional project review and priority
 - Inclusion of projects in Local Agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), Annual Work Program (AWP), or a Resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency
- ✓ Eligible Projects/Programs
 - Major regional street, road and highway improvements – List of Prioritized Projects from the 2022 RTP/SCS and future RTPs including:
 - Lane Widening
 - Bridge Improvements
 - Conversion to Higher Capacity Facility
 - Gap Project
 - Extension Facility
 - Railroad Grade Separation Projects
 - Operational Improvements (Traffic Signals, Shoulder Improvements, Channelization, Round-A-Bouts, Passing Lanes, Fiber Optics, Signal Coordination, Intersection Modifications, Streetlights, Etc.)
 - Interchange and Interchange Modification projects
 - Safety Improvements (Street, road, highway, rail, other)
 - Smart Corridors
 - Freeway Service Patrol
 - Public engagement, education programs, marketing
 - Intelligent Transportation System (ITS) improvements
 - New Technology applications
 - Eligible investments would include all recognized Subprogram project phases including:
 - Planning and environmental analysis
 - Conceptual and Preliminary engineering
 - Design Engineering (PS&E)
 - Right-of-way acquisition, support and relocation
 - Utilities relocation
 - Construction of any transportation-related project including alleys and unpaved road
 - Inspection of construction engineering
 - Direct staff time (salary and benefits)
 - Consultants selected consistent with a local agency selection process
 - Construction contractors selected consistent with a local agency selection process

- Labor, materials, and equipment for day labor
- Necessary Authority oversight costs (MCTA/MCTC staff or consultant services to manage the delivery of Regional Streets and Highways Subprogram projects financed using Measure funds)
- Compliance Check
- Fund Accumulation and Non-Compliance Requirements
- Other Requirements
- Claims Process/Disbursements
- Monitoring/Reporting Requirements
- Audit Process
- Incorporate Complete Street components to the extent feasible/appropriate

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Program 2 - Public Transit

- ✓ Overview (Including goals/purpose)
- ✓ Implementing Agencies
 - ✓ City of Chowchilla
 - ✓ City of Madera
 - ✓ County of Madera
- ✓ Measure T Program/Subprogram Disbursement Process/Requirements
 - Allocation based on population
 - Inclusion of projects in Local Agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), or a Resolution approving an eligible project or list of projects and/or programs at publicly-noticed meetings of each local agency
- ✓ Eligible Projects/Programs
 - Public Transit Improvements including:
 - Urban and Rural Fixed-Route and Demand-Response Transit Services/Systems including effective transit services for the general public, seniors, and disabled persons. Such projects and services would include:
 - Operations and capital improvements
 - Route and demand-response improvements
 - Night and weekend service
 - Cost-effective solutions to improve mobility in unserved or underserved areas
 - Specialized transportation needs for disabled and frail elderly people
 - Safer access to public transit services
 - Seamless fare media systems
 - Transit fare subsidies (i.e., senior/disabled scrip program)
 - Fare payment options, such as vouchers for taxis or transportation provided by family/friends for those living in remote rural locations where it may not be financially feasible to provide regular bus service
 - Fleet improvements, replacements/expansions, conversion to clean technologies
 - Bus stop and signage enhancements
 - Bus shelters and related amenities
 - Bus turnouts
 - Multi-modal transportation services and facilities
 - Infrastructure improvements and development
 - Other projects related to the delivery of public transit services or programs
 - Transit safety enhancements
 - Transit support facilities
 - Regional planning, studies, and grant writing (MCTA/MCTC staff or consultant services)
 - Local agency planning, studies, and grant writing
 - Public engagement, education programs, marketing
 - New/Innovative Public Transit Services/Systems, including:
 - Service optimization with transportation network companies (i.e., Uber; Lyft)
 - Autonomous shuttles/vehicles
 - First/last-mile connections
 - Microtransit - flexible routing and scheduling

- Shared "rides" (i.e., CalVans; Green Raiteros; Van Vien)
- Shared "vehicle" rentals (i.e., Mio Car)
- Transit signal priority
- Dedicated bus lanes
- Large Transit and Multi-Modal Projects:
 - Bus rapid transit
 - Light rail transit
 - Amtrak access facilities (i.e., pedestrian; bike, etc.)
 - Multi-modal mobility hubs
 - Other new technology applications
- Eligible Investments (i.e., all recognized Subprogram project phases, including):
 - Planning and environmental analysis
 - Conceptual and preliminary engineering
 - Design engineering (PS&E)
 - Right-of-way acquisition, support and relocation
 - Utilities (including relocation)
 - Inspection of construction engineering
 - Direct staff time (salary and benefits)
 - Consultant selection process consistent with a local agency selection process
 - Construction contractor selection process consistent with a local agency selection process
 - Labor, materials, and equipment
- ✓ Other Requirements
 - Claims Process/Disbursements
 - Monitoring/Reporting Requirements
 - Audit Process

Program 3 - Active Transportation - Bicycles, Pedestrians, and Trails

- ✓ Overview (Including goals/purpose)
- ✓ Implementing Agencies
 - ✓ City of Chowchilla
 - ✓ City of Madera
 - ✓ County of Madera
 - ✓ MCTA/MCTC
- ✓ Measure T Program/Subprogram Disbursement Process/Requirements
 - Allocation Process - based on population
 - Inclusion of projects in Local Agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), Annual Work Program (AWP), or a Resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency
- ✓ Eligible Projects/Programs
 - 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
 - Public engagement, education programs, marketing
 - Regional Active Transportation Plan (MCTA/MCTC staff or consultant services)
 - Local agency Active Transportation Plans
 - New technology applications
 - Eligible investments would include all recognized project phases including:
 - Planning and environmental analysis
 - Conceptual and Preliminary engineering
 - Design Engineering (PS&E)
 - Right-of-way acquisition, support and relocation
 - Utilities relocation
 - Construction of any transportation-related project including alleys and unpaved road
 - Inspection of construction engineering
 - Direct staff time (salary and benefits)
 - Consultants selected consistent with a local agency selection process
 - Construction contractors selected consistent with a local agency selection process
 - Labor, materials, and equipment for day labor
- ✓ Other Requirements
 - Compliance Check
 - Fund Accumulation and Non-Compliance Requirements
 - Claims Process/Disbursements

- Monitoring/Reporting Requirements
- Audit Process

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Program 4 - Clean Transportation / New Technologies

- ✓ Overview (Including goals/purpose)
- ✓ Implementing Agencies
 - ✓ City of Chowchilla
 - ✓ City of Madera
 - ✓ County of Madera
 - ✓ MCTA/MCTC
- ✓ Measure T Program/Subprogram Disbursement Process/Requirements
 - Allocation Process - based on Population
 - Inclusion of projects in Local Agency Capital Improvement Program (CIP) or Annual Expenditure Plan (AEP), Annual Work Program (AWP), or a Resolution approving an eligible project or list of projects and/or programs at a public hearing of each local agency
- ✓ Eligible Projects/Programs
 - 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, marketing
 - 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
 - Regional Zero-Emission Vehicle Readiness and Implementation Plan (MCTA/MCTC staff or consultant services)
 - Local agency Zero-Emission Vehicle Readiness and Implementation Plans
 - Other new technology applications
 - Other Clean Transportation applications
 - Eligible investments would include all recognized project phases including:
 - Planning and environmental analysis
 - Conceptual and Preliminary engineering
 - Design Engineering (PS&E)
 - Right-of-way acquisition, support and relocation
 - Utilities relocation
 - Construction of any transportation-related project including alleys and unpaved road
 - Inspection of construction engineering
 - Direct staff time (salary and benefits)

- Consultants selected consistent with a local agency selection process
- Construction contractors selected consistent with a local agency selection process
- Labor, materials, and equipment for day labor
- ✓ Other Requirements
 - Compliance Check
 - Fund Accumulation and Non-Compliance Requirements
 - Claims Process/Disbursements
 - Monitoring/Reporting Requirements
 - Audit Process

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Administration Program 5

- ✓ Overview
- ✓ Implementing Agencies
 - MCTA
 - MCTC
- ✓ Investment Goals and Objectives
- ✓ Governing Board and Organizational Structure
- ✓ Investment Plan Update and Approval Process
- ✓ Strategic Plan Update and Approval Process
- ✓ Funding Allocation and Disbursement of Funds Process
- ✓ Bonding Process and Procedures
- ✓ Eligible Projects and/or Programs
 - Approve requirements associated with development of each of the proposed allocation programs
 - Approve the prioritization and programming of Regional Streets and Highways Subprogram projects and/or programs
 - Conduct an independent audit of Measure Programs, Subprograms, and funds on an annual basis
 - Prepare and approve the Strategic Plan every two (2) years
 - Prepare and approve the Annual Work Program (AWP)
 - Issue bonds to deliver Measure projects and/or programs contained in this Investment Plan to save project costs by delivering them earlier
 - Allocate Measure proceeds to the local jurisdictions consistent with Program and Subprogram requirements
 - Any other costs associated with administration of the Measure T Transportation Sales Tax Eligible activities would include the following:
 - Direct staff time (salary and benefits)
 - Consultants selected consistent with the Authority's selection process
 - Indirect costs (as defined by 2 CFR Part 2)
 - Public engagement, education programs, marketing
- ✓ Compliance Check
- ✓ Fund Accumulation and Non-Compliance Requirements
- ✓ Claims Process
- ✓ Monitoring/Reporting Requirements
- ✓ Audit Process