



Meeting Minutes

2022 Measure T Renewal Investment Plan

Steering Committee Meeting #11

Date: April 28, 2022

Time: 1:30 – 3:30 P.M.

Place: Zoom Meeting

To review the meeting in its entirety, please use the following link:

https://www.youtube.com/watch?v=8AOHdUg9Cys&t=21s&ab_

IN ATTENDANCE:

Steering Committee Members: Madera County Board of Supervisors; Supervisor Brett Frazier (Co-Chair), Robert Poythress, County of Madera (Co-Chair); Geoffrey Wheeler, Active Transportation Advocate; Michael Prandini, Building Industry Association of Fresno and Madera Counties; Michael Navarro, California Department of Transportation (Caltrans); Council Member Diana Palmer, City of Chowchilla; Rod Pruett, City of Chowchilla; Jason Rogers, City of Chowchilla; Ellen Bitter, City of Madera; Keith Helmuth, City of Madera; Sarah Bosse, Madera County Public Health; Jared Carter, County of Madera; Matt Treber, County of Madera; Jay Varney, County of Madera (represented by a staff member); Davinder Mahil, Creekside Farming; Madeline Harris, Leadership Counsel for Justice and Accountability; Leticia Casillas Luquin, Leadership Counsel for Justice and Accountability; Bobby Kahn, Madera County Economic Development Commission (EDC); Patricia Taylor, Madera County Transportation Commission/Madera County Transportation Authority (MCTC/MCTA); Frank Simonis, Social Service Transportation Advisory Council (SSTAC); Tim Curley, Valley Children’s Hospital; Jose Rodriguez, City of Madera; Arnoldo Rodriguez, City of Madera; David Padilla, Caltrans; Derek Robinson, Our Community Advocate; Rhonda Salisbury, Visit Yosemite, Madera County; Dan Leavitt, San Joaquin Regional Rail Division

Members of the Public: Andrew Russell, Amalia Bernardo, Ofelia Abundez, Maria Garcia

Madera County Transportation Commission/Madera County Transportation Authority Staff and Consultants: Patricia Taylor, MCTC/MCTA; Troy McNeil, MCTC/MCTA; Dylan Stone, MCTC/MCTA; Jeff Findley, MCTC/MCTA; Sheila Kingsley, MCTC; Georgiena Vivian, VRPA Technologies, Inc. (VRPA); Rose Willems, VRPA; Richard Lee, VRPA; Dena Graham, VRPA; Maria Hernandez, VRPA; Charles Heath, TBWBH Props & Measures; Alex Wara-Macapinlac, TBWBH Props & Measures; Ellen Moy, Moy & Associates; Tim McLarney, True North Research; Linguistica staff



I. Introductions and April 14, 2022 Meeting Minutes

Robert Poythress, County of Madera (Co-Chair), opened the meeting stating that it was important to address some concerns raised regarding the recent advertisement that was placed in the Madera Tribune by a group of Community Based Organizations and other stakeholders including sitting members of the Steering Committee. He noted that while everyone is entitled to their own opinions and how you go about doing that is entirely up to an individual, it is important to remember that everyone on this committee agreed to a set of ground rules regarding how you interact with the public, and especially the media. He further noted that staff has worked hard to gather as many voices as possible for this committee and have accommodated requests to the extent possible including at the table and have extended a hand; it is up to an individual to want to do the same and that public and press contact frustrations with committee proceedings should not be discussed publicly but should be addressed within the committee process. He also noted that committee members are responsible for representing the interest and concerns of their organizations, institutions or constituencies that have appointed them. He noted that ground rules can be found on the MCTC website. In closing, he noted that after the committee finishes its work and recommendations, committee findings and recommendations will go to the MCTA/MCTC Board for consideration and that the Board of Supervisors will decide if the Measure should be placed on the November ballot. Finally, he stated that he was confident that together we can all make transportation work for all in the county, but we will only get there if we respect the process and respect each other.

Co-Chair Brett Frazier then welcomed everyone and thanked them for their attendance and participation. Linguistica staff then reviewed the webinar protocols in Spanish and Dena Graham, VRPA, reviewed the available interpretation services and webinar protocols.

Mr. Frazier then asked if anyone had corrections to the meeting minutes for April 14, 2022.

A motion to approve the April 14, 2022 meeting minutes was made by Derek Robinson and was seconded by Council Member Jose Rodriguez. Mr. Frazier asked if there was anyone who was opposed to the motion. There were none. Motion approved by consensus.

II. Public Comment Related to Items on the Agenda

Georgiana Vivian, VRPA, explained the public comment protocol. Comment received during the item generally included:

- I figured that this would be a good opportunity to say thank you for bringing up our statement and our press conference, because I also wanted to share our possible future of engagement on the steering committee. Our organization and partner organizations have repeatedly brought up concerns with the rushed process and the lack of meaningful community engagement at steering committee meetings. Our feedback has been ignored and pushed aside repeatedly, so this is why we chose to make a public statement and to conduct a press conference; residents need to share their feedback more widely in hopes that it will be addressed by MCTC and this committee. As we have expressed before, we are concerned with Measure T moving forward in 2022 as a forever tax or until ended by voters. We do not

believe it is fair or democratic to lock voters permanently into a plan when they did not have a voice in shaping it and when future generations are not afforded the opportunity to vote on it. And so, as was shared at the press conference and at several steering committee meetings, residents want to see more active transportation, public transit and local road maintenance investments in their communities. They feel like they have been largely ignored or told to wait when asking for these investments in the past. Residents want to see a renewed measure that prioritizes their community needs, instead of rushing those decisions (investment plan and implementation guidelines). Is pausing this and conducting a more meaningful community engagement process something that you are willing to do at this point? If not, then we are going to have to exit our role on the Steering Committee. Leadership Counsel's allegiance is always going to be to what residents that we work with want us to raise.

- As a frustrated member of this committee, we are a committee that is trying to get a measure passed to make our roads safer and to do all these things that we have been looking at including other modes. We are constantly having to go back over these same subjects. We need to focus on what will get the Measure passed because without Measure T, we have no roadways and other transportation modal improvements. It is time to move on. Doing things by committee of 140,000 people does not work, that is why this committee is so diverse. We love the passion, but I think if we actually look at the documents and actually listen to what the experts have to say, and we all have discussions about the actual material, I think we will get somewhere. Then we can go out to our public and really get this process completed.
- I think MCTC has been very transparent in the way it does the outreach.
- If Measure T goes away, or if there is a lot of opposition or negative press then those local dollars will no longer be available for any programs - not green, pedestrian, transit, or potholes will get fixed. We really do need to be careful.

III. Measure T Renewal – Staff Modal Allocation Proposal – Allocation to Subprograms

Ms. Vivian presented an overview of the programs and subprograms. Ms. Vivian mentioned that the committee approved programs referenced in Allocation Alternative 2, which provided for 57.5% of the Measure Renewal allocated to the Local Streets and Roads Program (including Maintenance, Other Local Transportation Improvements, and Flexible Subprogram funding), an allocation of 30% to the Regional Program, 4% to the Active Transportation Program, 4% to the Public Transit program, 3% to the Clean and New Technologies Program, and 1.5% to Administration for a total of 100%. Ms. Vivian then reviewed a new local agency proposal that would cut the regional program to 25% and increase the local streets and roads program to 62.5% by increasing the Maintenance Subprogram to 35%, Local Streets and Roads to 15%, and Flexible at 12.5%. Ms. Vivian also mentioned that we have a motion from the last meeting on the floor regarding changing the allocations in the Community and Neighborhood Program. Ms. Vivian further mentioned that she believes that the maintenance need or cost was about \$1.3 billion.

- If we were to renew this Measure for 30 years, does our PCI continue to degrade until our roads no longer exist, or will this actually begin to increase our PCI?
- I think we should be able to take that \$152 million over the 30 years and apply it to increase the PCI. We can certainly look how it would improve the PCI level.

- This proposal will increase our available funding for maintenance by about 60%. There is a class of funding that has only been available for agencies for the past 3-5 years, which allocates about an additional \$1 million dollars a year for road maintenance that we did not have previously.
- I think there can be more focus on the maintenance of local roads and still allow some flexibility for some other programs, and that would include every category whether it is regional, transit, ATP, clean technology. I think this is a better split and it works for everybody.
- I believe Measure T funding is 7% or 8% of what the actual transportation budget is; it is a small piece of the pie. That being the case, could we on this committee, make a recommendation to the board of supervisors that they increase the maintenance funding from other sources so that we keep our roads from continuing to degrade while still preserving qualifying programs that we have, through Measure T?
- I feel that if you ask any constituent about the survey data related to transportation, the first thing that comes out is “fix my roads and fix the potholes,” so increasing that subprogram certainly helps. Regarding regional allocation at 25% - I would like to see that a little bit lower or maybe divert some of that allocation to either transit or active transportation, but I think the way it sits now is fine. One question - as the needs continue to change in the future, is this the flexible plan or a flexible proposal so that we can bring it back and adjust as needed? Yes, there are going to be increments of time (10 or 15 years) when the Plan will be revisited. Should those increments be 10 years, should they be 15 years; the Committee will help us decide on that question.
- I would like to say that lane and shoulder widening will contribute to the maintenance burden. More pavement needs to be maintained in the future. Also, lane widening is detrimental to safety, going from a 10 foot wide lane to a 12 foot wide lane will increase speed and increase accidents. It is not a good thing in general to widen lanes.
- Having been a first responder for the Sheriff's Office, fire department and a paramedic in this county, I see that statement differently. Vehicles need a way to pull over to allow emergency vehicles to go by, especially if that is an adult transporting your child to the hospital. So, lane widening, or adding passing lanes will actually improve our emergency services.
Add a statement in the Plan that we need to really look hard for additional maintenance funding outside of Measure T. Geoffrey Wheeler noted that if all the local agencies are in favor, he would modify his standing motion from the last meeting to reflect the approval of the local agency proposal. Mr. Poythress seconded his revised motion. The motion passed with 15 in favor, 0 against, and 2 abstained.

IV. Measure T Renewal – Regional Program

Ms. Vivian reviewed the regional streets and highways program highlights presented at the last meeting. Ms. Patricia Taylor, MCTC added that the regional projects are connecting communities and access for all residents. She noted that the regional facilities are higher price projects, so we will definitely be looking for additional funding sources outside of Measure T. The major purpose of program is to leverage other funding sources.

- Can we get this information sent to us because it is very hard to see? Yes. File was sent.
- We will send out mapping when it is available.
- We need to reach out as members of the community to gain attention for additional funding.
- It is definitely helpful, and we do work with our local elected officials at the state and federal level to try and educate so our voices are heard locally, as well as regionally. It is a constant work in progress.
- Do we need any action on this?
- No, will continue to work with local agencies to refine this list and get to a point where we allocate some portion of the funding available to projects and bring it back to the committee next week for review and approval.

V. **Public Engagement Update**

Alex Wara-Macapinlac reviewed the polling process and mentioned that the pollster will be sharing all the scientific results at the next Committee meeting. Ms. Wara-Macapinlac also reviewed the mailer status and other outreach activities.

VI. **Staff Items**

Ms. Vivian mentioned an additional meeting in May and other items for discussion and review by the Committee.

- **Next meeting Date May 5, 2022.**

VII. **Public Comments Related to Items Not on the Agenda**

There was no public comment received.

Mr. Wheeler asked that the chat text be incorporated into the minutes for this meeting, chat as follows;

13:40:44 From Frank Simonis to Hosts and panelists:

I hear the static too

13:41:10 From Sara Bosse to Hosts and panelists:

The host can see who is making noise and mute them

13:41:17 From Nicholas Salinas, Supervisor Poythress to Hosts and panelists:

Geoffrey Wheeler, please mute

13:41:29 From Geoffrey Wheeler to Everyone:

I am here. I had some technical difficulty.

13:42:01 From Geoffrey Wheeler to Everyone:

I am muted

13:56:35 From Sara Bosse to Hosts and panelists:

Is there translation into English for the last comment? Or is this the translation?

13:57:38 From Brett Frazier, Co-Chair to Hosts and panelists:

if you click on the globe, you can choose English and you will be able to hear the English translation

13:57:47 From Brett Frazier. Co-Chair to Hosts and panelists:

during the speaker though

14:02:44 From Rhonda Salisbury to Hosts and panelists:

My apologies I have a 2 pm meeting.

14:12:07 From Ofelia Abundez to Everyone:

Thank you, Madeline for speaking up. Your talking points are necessary to consider.

14:20:07 From Tim Curley to Hosts and panelists:

Remind me...PCI stand for what?

14:20:12 From Sara Bosse to Hosts and panelists:

PCI = Pavement Condition Index?

14:20:23 From Frank Simonis to Hosts and panelists:

Yes

14:21:35 From Tim Curley to Hosts and panelists:

Georgiena, can you very quickly review the difference between Maintenance Sub, Local Streets and Roads Sub and Flexible Sub?

14:36:14 From Troy McNeil, MCTC to Hosts and panelists:

As far as the % of Measure T to the total revenue available: there are a few assumptions that are made about state/federal funding sources that affect the totals. Under these assumptions Measure T could be up to 15-25% of available revenues towards all transportation projects over a 30 year period

14:45:02 From Troy McNeil, MCTC to Hosts and panelists:

For context, the proposed 35% maintenance is approx. 61% higher than the current measure for maintenance

14:47:15 From Geoffrey Wheeler to Everyone:

Can chat messages please put in the minutes of the meeting.

14:47:19 From Diana Palmer to Hosts and panelists:

Agreed

14:56:59 From Geoffrey Wheeler to Everyone:

Too small to read

15:01:31 From Nicholas Salinas, Supervisor Poythress to Hosts and panelists:

is it possible to receive a copy of this file?

15:02:53 From Brett Frazier. Co-Chair to Hosts and panelists:

these power point presentations will be on the website after. we will work to email these out to have.

15:02:59 From Brett Frazier. Co-Chair to Hosts and panelists:

on hand

15:03:32 From Frank Simonis to Hosts and panelists:

15:03:39 From Troy McNeil, MCTC to Hosts and panelists:

current measure - 26% for regional, 21.75% flexible that have been used for regional

15:05:56 From Geoffrey Wheeler to Everyone:

It would be nice to have a map of these projects.

15:10:05 From Geoffrey Wheeler to Everyone:

<https://usa.streetsblog.org/2015/05/27/compelling-evidence-that-wider-lanes-make-city-streets-more-dangerous/> Compelling Evidence That Wider Lanes Make City Streets More Dangerous

15:10:21 From Rhonda Salisbury to Hosts and panelists:

The \$216.5 million what time period is that for?

15:10:32 From Troy McNeil, MCTC to Hosts and panelists:

time period is 30 years

15:10:42 From Robert Poythress, Co-Chair to Hosts and panelists:

Creating the maximum out of the minimum