

# AGENDA

## 2022 Measure T Renewal Investment Plan Steering Committee

Date: November 18, 2021 / Time: 1:30 - 3:30 P.M. / Place: Zoom Meeting

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

Public Participants must register in advance to participate using the following link:

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*After registering, you will receive a confirmation email containing information about joining the webinar*

Item #	Description	Action/Presenter
I.	<b>Introductions &amp; October 21, 2021 Meeting Minutes</b>	Informational/Approval – Co-Chairs Poythress and Frazier
II.	<b>Local Agency Modal Needs Presentations</b>	Informational – G. Vivian, VRPA Technologies
a.	City of Chowchilla	J. Rogers - City of Chowchilla
b.	City of Madera	K. Helmuth & E. Bitter - City of Madera
c.	County of Madera	J. Carter & M. Treber - County of Madera
III.	<b>Review Other Self Help County Measure Programs</b>	Informational – G. Vivian, VRPA Technologies
IV.	<b>Review Future (2046) Transportation Project/Program Costs or Funding Need by Mode</b>	Informational – G. Vivian, VRPA Technologies T. McNeil, MCTA D. Stone, MCTC
V.	<b>Discuss Remaining Steering Committee Member Priorities for Measure T Renewal</b>	R. Willems, VRPA Technologies
VI.	<b>Next Steps:</b>	
a.	Staff Items	Informational – P. Taylor, MCTA, G. Vivian, VRPA Technologies
b.	Renewal Schedule/Steering Committee Vacancy	Informational - P. Taylor, MCTA
c.	Next Meeting Date – December 16, 2021	Informational - Co-Chairs
VII.	<b>Public Comment</b>	Informational - Co-Chairs

### *Important Notice Regarding COVID 19:*

In accordance with Governor Newsom’s Executive Order N-08-21, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Measure T Renewal Steering Committee will be participating in this meeting via Zoom. 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 wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in Zoom and you will be called on by the chair 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](mailto: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.



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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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# Meeting Minutes

2022 Measure T Renewal Investment Plan

## Steering Committee Meeting #2

Date: October 21, 2021

Time: 2:00 – 4:00 P.M.

Place: Zoom Meeting

### IN ATTENDANCE:

**Steering Committee Members:** Supervisor Robert Poythress (Co-Chair), Madera County Board of Supervisors; Supervisor Brett Frazier (Co-Chair), Madera County Board of Supervisors; Geoffrey Wheeler, Active Transportation Advocate; Matt Watson, Cal Fire; Michael Navarro, California Department of Transportation (Caltrans); Mike Lopez, Central California Labor Council; Mayor 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; Arnaldo Rodriguez, City of Madera; Council Member Jose Rodriguez, City of Madera; Sara Bosse, County of Madera; Jared Carter, County of Madera; Matt Treber, County of Madera; Jay Varney, County of Madera; Davinder Mahil, Creekside Farming; Madeline Harris, Leadership Counsel for Justice and Accountability; Bobby Kahn, Madera County Economic Development Commission (EDC), Christina Beckstead, Madera County Farm Bureau; Patricia Taylor, Madera County Transportation Commission/Madera County Transportation Authority (MCTC/MCTA); Lisa Saroyan, Red Barn Café; Frank Simonis, Social Service Transportation Advisory Council (SSTAC); Tim Curley, Valley Children’s Hospital; Rhonda Salisbury, Visit Yosemite | Madera County

**Members of the Public:** Robert Macaulay

**Madera County Transportation Commission/Madera County Transportation Authority Staff and Consultants:** Troy McNeil, MCTC/MCTA; Jeff Findley, MCTC/MCTA; Dylan Stone, MCTC/MCTA; Sandy Technologies, Inc. Ebersole, MCTC/MCTA; Georgiena Vivian, VRPA Technologies, Inc. (VRPA); Rose Willems, VRPA; Richard Lee, VRPA; Dena Graham, VRPA; Hector Guerra, VRPA; Charles Heath, TBWBH Props & Measures; Alex Wara-Macapinlac, TBWBH Props & Measures; Ellen Moy, Moy & Associates

### I. Introductions

Supervisor Robert Poythress started the meeting and introduced Dena Graham, VRPA, to take roll call and go over the meeting protocols.

Supervisor Poythress then asked the group if there were any needed corrections to the meeting minutes. There were none. Supervisor Poythress then called for a motion to approve the minutes. A motion to approve was made by Bobby Kahn, Madera County EDC and then seconded by Tim Curley, Valley Children’s Hospital. Supervisor Poythress asked if there were any objections. There were none. Motion approved by consensus.



**II. Review MCTC Funding Allocation/Disbursement Process/Current Funding Allocation by Mode**

Troy McNeil, MCTC/MCTA, provided a review of funding sources by transportation mode, including Streets and Roads, Transit, and Active Transportation.

Jared Carter, County of Madera, mentioned that there are a lot of different funding sources from different agencies, and that these funds all come with their own set of rules and guidelines, which must be followed.

Geoffrey Wheeler, Active Transportation Advocate, asked if any funding had been received through the State's Active Transportation Program (ATP). Mr. McNeil responded that the Cities of Madera and Chowchilla have previously received ATP funding, but that this funding is difficult to secure from a competitive standpoint.

Mr. Curley asked what the sources of funding for the Local Transportation Fund (LTF) are. Mr. McNeil said that LTF funding comes from a ¼ cent of the State's general sales tax that is returned back to the County of source.

Madeline Harris, Leadership Counsel for Justice and Accountability, said that there is a need to increase the percentage of Measure T funding that is allocated for active transportation projects, especially since State ATP funds are very competitive to secure.

**III. Review Expected Measure T Renewal Funding Proceeds – 20 & 30 Years or Until Ended by Voters**

Georgiena Vivian, VRPA, discussed estimated Measure T funding proceeds for a 20-Year Measure and a 30-Year Measure. Ms. Vivian explained that the estimated funding proceeds were calculated by using a 3% annual growth rate and also highlighted the "until ended by voters" option.

Frank Simonis, Social Service Transportation Advisory Council (SSTAC), asked how voters would go about ending the Measure if the "until ended by voters" option was selected. Charles Heath, TBWBH Props & Measures, said that the process that citizens use to end the tax is through the citizens' initiative process. This is accomplished by collecting signatures and taking the issue to a public vote where a simple majority of Madera County residents can choose to repeal the tax.

Jay Varney, County of Madera, asked if projects would be bonded at the time they start, so that financing would be protected, or is there is the possibility that a project could be in process and the voters choose to end Measure T financing. Mr. McNeil said that a cash flow model is used that forecasts which funding would be reasonably available, to ensure that projects have sufficient funding.

Ms. Harris asked if residents no longer approve of the Expenditure Plan as part of the "until ended by voters" model but agree that there the sales tax should remain in place, is there a process to alter the Expenditure Plan in a way citizens approve of. Ms. Vivian said that there are procedures to amend the Plan. Mr. McNeil added that upon adoption of a sales tax measure, there are allowances for annually reviewing and amending the Plan, if necessary. The amendment process involves a public noticing and

hearing process through the City Councils and the Board of Supervisors. Ms. Harris asked if the public process to amend the Plan would need to be initiated by the City Councils and the Board of Supervisors. Mr. McNeil said that it would be initiated by the Madera County Transportation Authority.

Mayor Diana Palmer, City of Chowchilla, noted that there are various phases (planning, environmental, programming, etc.) of a project that can span multiple years. If during these project phases Measure T is not renewed and is no longer in place, there could be projects that are at risk of losing their funding.

Council Member Jose Rodriguez, City of Madera, asked how much money has been leveraged with Measure T dollars. Mr. McNeil said that through the end of the 2021 fiscal year, there has been at least \$226 million dollars that has been leveraged with Measure T dollars.

**IV. Review Future Year (2046) Funding Availability – Other Federal, State, Local Funding for Transportation Projects/Programs**

Mr. McNeil provided an overview of non-Measure T estimated funding for the years 2027 through 2046 based upon historical use of funds and a reasonable assumption of growth. This overview included a discussion on estimated funding for Streets and Roads, Transit, Active Transportation, and Multimodal/Air Quality/Misc.

Ms. Harris noted that there is a small amount of funding for active transportation and would like to see considerations be made towards increasing the funding amounts for active transportation projects moving forward. Ms. Vivian added that a number of Streets and Roads projects under consideration as part of the Regional Transportation Plan (RTP) contain bicycle and pedestrian facilities as part of their costs.

Mr. Simonis asked how electric vehicles would be taxed regarding road use. Supervisor Poythress said that right now electric and hybrid vehicles are not paying their fair share for roads, and as the number of these vehicles increase, there will be less gas tax collected. The Road Charge Technical Advisory Committee has been working with different pilot programs to determine how to fairly tax all vehicles.

Christina Beckstead, Madera County Farm Bureau, observed that the estimated funding shows that 20% of funds are going towards transit and asked how well utilized is transit throughout the County. Ms. Vivian said that each of the local agencies will be providing a presentation at next month's Steering Committee meeting that details their transportation system and modal needs, including transit.

Mr. Wheeler asked how many miles of each class of bike lanes have been added since 2006. Mr. Wheeler also asked how much funding has been provided through Measure T, and how much funding has been leveraged. Mr. McNeil said that this information can be collected and provided.

**V. Lessons Learned – Moving Forward**

Patricia Taylor, MCTC/MCTA, discussed lessons that have been learned and that can be taken into consideration when moving forward with the development of the Measure T Investment Plan. Lessons learned included funding flexibility, public education, accountability, clearly defined programs, and increased Measure T signage.

**VI. Discuss Steering Committee Member Priorities for Measure T Renewal**

Rose Willems, VRPA, led a discussion on Steering Committee member priorities for the Measure T Renewal. Steering Committee member priorities included the following:

**Frank Simonis, Social Service Transportation Advisory Council**

- Would like to see changes to the funding currently being used to help Special Road Districts. Would like to see the funding for Special Road Districts increase in proportion to Measure T funding increases.
- Increase the safety on State Route (SR) 41, especially in the area now being called Death Alley, just south of Chukchansi Casino. Would be beneficial to speak to the California Highway Patrol Commanders to see if they would have some input on safety consideration.

**Tim Curley, Valley Children's Hospital**

- Greater focus on public transportation and making sure we are thinking how to best move people around the County that don't have their own private transportation. Bus services plays the biggest role, but there might be other creative ideas that can get people to where they need to go.
- Specifically for Valley Children's, looking at where and how most families access the hospital. Many use Avenue 9, and it would be helpful to enhance and make Avenue 9 more user friendly.

**Madeline Harris, Leadership Counsel for Justice and Accountability**

- Component of equity and prioritizing disadvantaged communities, especially unincorporated disadvantaged communities.
- Air Quality improvements and GHG emission reductions should be greatly prioritized.
- Need to significantly increase investments in Active Transportation Infrastructure, especially in disadvantaged communities.
- Equitable access to Zero Emissions vehicles and leveraging Measure T funds to make these vehicles more accessible. Also, the need to invest in Zero Emission vehicle infrastructure.
- Usable and accessible public transit and thinking creatively on how to best accomplish this.

**Jared Carter, Madera County Public Works Department**

- Flexibility to utilize Measure T money in the places where it makes the most sense for the transportation system as a whole and provides the most benefits to the public.

**Matt Watson, Cal Fire**

- Any improvements to the major throughways to expedite transporting fire equipment.
- Consider improvements along SR 145 to reduce truck traffic through the City of Madera and alleviate slowdowns for emergency equipment.
- Improving Avenue 9 from SR 99 to SR 41 as a divided 4 lane facility is a high priority.

- Four lane access on SR 41 is very important.
- North Fork roundabout was very beneficial during the Creek Fire to keep fire traffic flowing.
- Getting Almond Avenue punched through the City of Madera is important, especially for one of the City fire stations accessing the hospital.
- SR 233 through to the City of Chowchilla.

#### Geoffrey Wheeler, Active Transportation Advocate

- Need a safe way to get across SR 99. Either a new interchange or a bike/multi-use path under SR 99.
- Safe and smooth bike routes from Chowchilla connecting into Merced County and south into Madera. Safe and smooth bike routes down to the College, and into Fresno.
- Transit - need a bus connection to Merced, at least to Planada.
- Public transportation apps providing bus arrival times, routes, and route planners. One that will work for both City of Madera and County of Madera, as well as City/County of Merced and Fresno.
- Transit token or e-payment application for getting tickets. Apps should be integrated not only with our neighbors to the north and south, but also with Amtrak.
- Extended bus hours and more frequency.
- More bicycle repair shops or bicycle kitchens, which can also provide training and do other outreach and support for local active transportation.
- Bicycle training/education programs for adults and children.

#### Michael Navarro, California Department of Transportation

- Flexibility of Measure T programs, and the ability to partner and leverage funds.
- Supportive of complete streets.
- SR 99 will be hard to widen but can't forget about goods movement going through this corridor. Should look at opportunities for freight electrification or sustainable freight.
- Safety and operational projects are very important.
- Collaboration, with local agencies taking the lead. Partnership with local agencies to look at safety enhancements for the corridor.

#### Keith Helmuth, City of Madera

- Agree that flexibility is important, especially if the Measure will be 30 years or in perpetuity.
- Have to have defined projects. Don't think that the Measure will be successful without the public being able to identify projects that they can relate to, whether that's safety or infrastructure.
- Would also note that while ADA improvements funding may be small, the Madera City Council has endorsed new street cross sections that would include bike lanes and wider sidewalks, so the focus is still there even if the funding seems low.

#### Matt Treber, Madera County Planning Department

- The ability to maximize dollars in our maintenance districts. Have been able to stretch some of the funding dollars to get improvements into communities on their local streets.
- SR 99, six lanes and filling in the gaps is huge.
- SR 41 corridor improvements to four lanes.
- Allocate dollars for additional river crossings and connectivity between Avenue 17 and SR 145 is a big priority.

- Impacted intersections in the foothills. SR 41 and Road 222 looking at roundabouts. Other improvements such as along Sky Ranch Road are needed.
- Pedestrian and bicycle improvements needed throughout the County, in a number of different areas and communities.

#### [Lisa Saroyan, Red Barn Café](#)

- North Fork roundabout is amazing, especially during the tourist season.
- Expansion of SR 41, particularly for safety, is number one priority. 4 million visitors per year who are visiting Yosemite, plus residents and not all know how to navigate the roads.
- Bicycle safety is also important as there are a lot of bicyclists up in the mountains.

#### [Council Member Jose Rodriguez, City of Madera](#)

- Congestion mitigation is important.
- Air quality concerns so active transportation is a priority.
- Sidewalks, bike lanes, and anything that allows people to be more mobile and get to the center of town is a priority. Underserved areas are at high risk for health issues.
- Leverage Measure dollars to incentivize and convert to electric vehicles.
- Recent survey of residents regarding Measure T showed that what resonated with people was roadway improvements (potholes, paving, sealing, etc.).

#### [Arnoldo Rodriguez, City of Madera](#)

- SR 99 corridor is imperative for the City of Madera and the overall region. Important for goods movement, especially as local farmers are trying to get their products throughout the Valley.
- Safe Routes to School for Cities of Madera and Chowchilla. Many routes can be improved. There are many disenfranchised individuals that lack transportation. Safe Routes to School improvements can resonate with the voters.
- Grade separation projects are imperative for the City of Madera.
- Local bridges in the community are needed. Think some traffic patterns can be altered in a positive manner if there is a focus on a couple of bridges, either on the periphery of the community or within the City itself.
- Special focus on local roads. Sometimes people just want to see the road in front of their house repaired.
- Making some completions to the local roadway system. Almond Avenue is a relatively short trip, however that improvement can have an enormous impact to Olive, Pine, and Stadium.

#### [Jason Rogers, City of Chowchilla](#)

- Flexibility for spending Measure T proceeds.
- Focus on the maintenance of existing infrastructure. Most agencies do not have enough funds to maintain the current roads we have.
- Important to identify specific projects.
- Grade separation improvements since the railroad system runs through the middle of town. Additional access points or overcrossing of the railroad track and SR 99 would be beneficial, especially for emergency services.



[Rhonda Salisbury, Visit Yosemite | Madera County](#)

- Improve communication with citizens on what transportation improvements have taken place. Would be helpful to have talking points that show that the mountain communities have not been overlooked, and that great projects have been completed.
- The MCC comes up here but doesn't get a lot of ridership. Perhaps a Mountain MCC that connects with Madera would be utilized more.
- Recently had a pilot program with trolley service and it was well-received. This program will be funded for several more years, and it helps to get people off the roads and ease congestion during the summer. Opportunities for partnership to get people around the mountains and increase utilization of public transportation.
- Active transportation is important for residents and for tourism.
- Better visitor access off of SR 99. Cleveland Avenue exit improvements or an additional exit with access to the mountains.
- Pedestrian bridge over SR 41, especially since that are three new hotels.
- Sidewalk improvements.
- Electric charging stations and park and ride.

[Sara Bosse, Madera County Public Health Department](#)

- Number of people hit and killed by trains is alarming.
- Walkable communities, quality of life improvements, and economic development improvements would attract people to our City.
- Prioritize projects that have direct input from the community.

**VII. Public Engagement Program Update**

Mr. Heath reviewed an informational outreach messaging plan and timeline in preparation for placing the Measure T Renewal on the November 2022 ballot. Key items discussed included the preparation of talking points and FAQs, development of an informational video, outreach with community members/groups, social media, and informational direct mailers.

**VIII. Next Steps**

Ms. Taylor explained that the only Steering Committee vacancy that is remaining is for Goods Movement and asked that Steering Committee members reach out to the Project Team if they know of a potential representative for Goods Movement.

Ms. Vivian reviewed a calendar of meetings for the Steering Committee. This calendar lists meeting dates and agenda items so that everyone is aware of what will be discussed at future meetings. Ms. Vivian also previewed what would be discussed at the next Steering Committee meeting.

Mr. Taylor then led a discussion on the preferred meeting time for future Steering Committee meetings. It was decided that future meetings will take place from 1:30 – 3:30 pm and will occur on the third Thursday of the month. The next meeting date is November 18, 2021.

Dylan Stone, MCTC/MCTA, invited meeting participants to attend the first workshop for MCTC's 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), taking place on Monday October 25<sup>th</sup> from 6:30 – 8:30 PM. Mr. Stone also invited meeting participants to join the 2022 RTP/SCS Roundtable Committee to help MCTC prepare the next transportation plan and vision for the Madera County region.

**IX. Public Comments**

There were none.