

# AGENDA

## 2022 Measure T Renewal Investment Plan Steering Committee

Date: December 16, 2021 / Time: 2:00 - 4:00 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:

[https://us06web.zoom.us/webinar/register/WN\\_N07003ATRgSbpmBktK4\\_Sw](https://us06web.zoom.us/webinar/register/WN_N07003ATRgSbpmBktK4_Sw)

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Item #	Description	Action/Presenter
I.	<b>Introductions &amp; November 18, 2021 Meeting Minutes</b>	Informational/Approval – Co-Chairs Poythress and Frazier
II.	<b>Overview - Federal Infrastructure Bill</b>	Informational – Patricia Taylor, MCTA
III.	<b>Measure T Investment Plan Goals/Objectives and Transportation System Priorities</b>	Consider - G. Vivian & R. Willems, VRPA Technologies
IV.	<b>Measure Renewal Duration Alternatives</b>	Approval – P. Taylor, G. Vivian, C. Heath
V.	<b>Public Engagement Status/Update</b>	Informational - C. Heath & A. Wara-Macapinlac, TBWBH Props & Measures
VI.	<b>Next Steps:</b>	
a.	Staff Items	Informational – P. Taylor, MCTA, G. Vivian, VRPA Technologies
b.	Renewal Schedule/Steering Committee Vacancy	Informational – G. Vivian, VRPA & P. Taylor, MCTA
c.	Next Meeting Date – January 20, 2022	Informational - Co-Chairs
VII.	<b>Public Comment</b>	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. 2, as adopted by the Madera County Transportation Commission Policy Board on November 17, 2021. 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 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.

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-



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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 #3

Date: November 18, 2021

Time: 1:30 – 3:30 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; Michael Prandini, Building Industry Association of Fresno and Madera Counties; Matt Watson, Cal Fire; Michael Navarro, California Department of Transportation (Caltrans); Nichole Mosqueda, Camarena Health Center; 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; Arnoldo 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; 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); John Reed, MVP Realty; Frank Simonis, Social Service Transportation Advisory Council (SSTAC); Tim Curley, Valley Children’s Hospital; Rhonda Salisbury, Visit Yosemite | Madera County

**Members of the Public:** David Huff, Leticia Casillas Luquin

**Madera County Transportation Commission/Madera County Transportation Authority Staff and Consultants:** Troy McNeil, MCTC/MCTA; Dylan Stone, MCTC/MCTA; Sandy 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 and October 21, 2021 Meeting Minutes

Supervisor Brett Frazier started the meeting and introduced Dena Graham, VRPA, to take roll call and review meeting protocols.

Supervisor Frazier then asked the group if there were any needed corrections to the meeting minutes. There were none. A motion to approve the meeting minutes was made by Supervisor Robert Poythress, and seconded by Tim Curley, Valley Children’s Hospital. Supervisor Frazier asked if there



were any objections. There were none. Michael Prandini, Building Industry Association of Fresno and Madera Counties, and John Reed, MVP Realty abstained. Motion approved by consensus.

## **II. Local Agency Modal Needs Presentations**

### **a. City of Chowchilla**

Jason Rogers, City of Chowchilla, explained how Measure A and Measure T funds have been used to make safety improvements to roadways throughout the City of Chowchilla. Mr. Rogers also reviewed projects that have been completed through Measure A and Measure T, current and planned projects, and future transportation needs.

### **b. City of Madera**

Ellen Bitter, City of Madera, reviewed Measure A and Measure T completed projects, including roadways maintenance and improvements, and pedestrian and transit enhancements. Ms. Bitter then discussed modal needs, which included roadway network improvements, existing roadways maintenance, and active transportation and transit projects/programs.

### **c. County of Madera**

Jared Carter, County of Madera, discussed projects that have been completed with Measure A and Measure T funding, including rehabilitation and reconstruction, preventative maintenance, bicycle and pedestrian, transit, traffic circulation/safety, and bridge replacement. Mr. Carter then discussed future needs and identified regionally significant projects, and other regionally beneficial projects.

Madeline Harris, Leadership Counsel for Justice and Accountability, expressed concern that roadway expansion projects were being framed as safety projects. Ms. Vivian said that safety is one of the major concerns of Caltrans and each of the local agencies when looking at how to specifically address the improvements that are needed on these facilities. Michael Navarro, Caltrans, said that Caltrans is not trying to implement projects that induce demand, but is trying to balance the needs of goods movement and safety benefits. Mr. Navarro indicated that models show that there are some safety benefits to adding lanes to sections where bottlenecks exist.

Ms. Harris asked what the prioritization criteria for transit and active transportation projects are. Ms. Harris said that it would be beneficial to see specific details on active transportation and transit improvement projects that are in the works. Ms. Vivian said that as part of the MCTC Project Prioritization Study, prioritization criteria has been identified for each mode of transportation. Dylan Stone, MCTC/MCTA, added that various sets of criteria are looked at for each mode, and that projects that can demonstrate a reduction of harmful impacts are heavily weighted.

Ms. Harris was interested in seeing analysis on the damage to roadways being caused by goods movement or agricultural equipment. Ms. Harris said that through sales tax measures, taxpayers are subsidizing these industries by paying for the impacts that they are causing on roadways. Supervisor Frazier said that a disinvestment in goods movement corridors can have a negative impact on residents receiving goods and the costs of these goods.

Tim Curley, Valley Children's Hospital, felt that moving forward it would be important to further the work around active transportation or alternative transportation. Mr. Curley added that this will be an important part of the conversation with respect to the future Measure T allocations.

Leticia Casillas Luquin, Leadership Counsel for Justice and Accountability, wanted to know more about transportation investments in unincorporated communities such as La Vina or Fairmead. Ms. Luquin mentioned that investments in goods movement is not as impactful for communities like La Vina or Fairmead because these areas have one or no stores at all. Supervisor Robert Poythress suggested that MCTC/MCTA staff have a meeting with Ms. Luquin so there can be a more thorough discussion on the Measure T Program and how funding is allocated/collected to/by the Cities, County, Special Districts, etc.

Council Member Jose Rodriguez, City of Madera, appreciated the conversation on the importance on corridors, and widening these corridors to reduce bottlenecks and assist in transporting products from farm to market. He added that residents have expressed wanting to see improvements such as filling potholes or taking care of sidewalks. Council Member Rodriguez was hopeful that more Measure T dollars could be used to address needs within the community, and that obtaining a different source of funding for corridors improvements could be explored.

Mr. Reed asked if there had been any efforts to form public-private partnerships to provide Electric Vehicle (EV) charging stations in the County, perhaps involving PG&E. Mr. Stone said that MCTC is in the process of working on a regionwide Zero Emission Vehicle Readiness and Implementation Plan, which will examine challenges and opportunities on a community by community basis and identify what will be needed for an effective transition to zero emission fleets in the future. Patricia Taylor, MCTC/MCTA, added that they are always looking for public-private partnership opportunities, and that such a partnership is being looked at in the mountain areas related to the transit services. Supervisor Frazier said that the County's solar project included charging stations at the County's parking garage. Arnoldo Rodriguez, City of Madera, said that the City of Madera has a couple of EV charging stations in front of City Hall that are available to the public.

Mayor Diana Palmer, City of Chowchilla, said that MCTC has worked on air quality, safety, and multimodal projects and studies, and wanted to know what involvement Measure T had on these efforts. Mr. Stone said that Measure T is a funding component for an array of different projects that are involved in MCTC plans, and that the member agencies apply Measure T

funds to a wide variety of projects. Ms. Vivian added that the current Measure T has dedicated funding allocated to various modes of transportation, and that this will be looked at through the Measure T Renewal process to see how they might be adjusted for the future.

### **III. Review Other Self Help County Measure Programs**

Georgiana Vivian, VRPA, reviewed a matrix of other California Self-Help County Measure Programs and how these Counties allocate funding to the various transportation modes. Ms. Vivian also discussed how Madera County's funding allocations compared to the funding allocations of the other Self-Help Counties.

Mr. Curley commented that Madera County does not show a funding allocation towards an Active Transportation Program. Ms. Vivian said that the active transportation allocation is currently part of a subprogram of the Environmental Enhancement Program. Mr. Curley also wanted to know what would be included as part of an Active Transportation Program. Ms. Vivian said that active transportation improvements may include trails, bikeways, and pedestrian improvements. Mr. McNeil said that the Environmental Enhancement Program includes projects that would improve air quality, reduce emissions, and have environmental benefits. Mr. McNeil added that member agencies have used Environmental Enhancements funds as a match for their Congestion Mitigation and Air Quality (CMAQ) Improvement projects. Mr. Curley agreed that the Environmental Enhancement Program is important, but it would also be important for walking paths, bike trails, etc., to be separated out as a stand-alone program. Mr. Stone wanted to reiterate that some of the streets and roads projects have a component that include wider shoulders and sidewalk facilities.

Nichole Mosqueda, Camarena Health Center, said that a huge number of their patients will walk to access the Center's services, which makes safety issues a high priority. Ms. Mosqueda said it would be important to allocate an additional percentage of Measure T funds towards Active Transportation and Environmental Enhancement Programs.

Ms. Bitter wanted to point out that the Measure T Local Transportation Program is not exclusive to roadways. When the City of Madera was running short of funds for the recently built trails project, they tapped into this Program's funding source. Mr. Rogers added that the City of Chowchilla uses the Measure T Local Transportation Program funds for CMAQ, Active Transportation, and Safe Routes to Schools projects.

Mr. Reed was interested in the marketing/selling the Measure T Renewal to the public and wanted to hear a little bit more about this process. Ms. Vivian added that TBWBH Props & Measures is a subconsultant on the Project Team, and they will be responsible for the public engagement as it relates to the Measure T Renewal process. TBWBH Props & Measures has prepared a public engagement outline with identified strategies to reach out to the community and inform the public about the Measure and how it is being developed.

Sara Bosse, County of Madera, wanted to express support for all of the comments made concerning active transportation, and said that public transportation needs to be in the mix as well. Ms. Bosse

added that the next iteration of Measure T should be more explicit around what specific active transportation and public transportation projects will be undertaken.

**IV. Review Future Year (2046) Transportation Project/Program Costs or Funding Need by Mode**

Troy McNeil, MCTC/MCTA reviewed the transportation costs and funding needs by mode. Transportation modes that were discussed included aviation, active transportation, transit, maintenance, mobility enhancements, and operations.

Mr. Curley asked what mobility enhancement were. Ms. Vivian said that mobility enhancement projects are often capacity increasing projects, where lanes are being added along a corridor.

Ms. Harris wanted to know more on what aviation entailed. Ms. Vivian said that aviation projects typically include costs for a variety of airport improvements at public use, public owned airports in Madera County.

Mr. Stone provided an overview of the regionally significant transportation systems within Madera County as identified in the 2018 Regional Transportation Plan/Sustainable Communities Strategy. Mr. Stone's presentation touched on mobility enhancements, public transit services, and bicycle and pedestrian facilities.

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

Rose Willems, VRPA, explained that a matrix of Steering Committee member priorities for the Measure T Renewal is being prepared and will be shared with the Steering Committee. The matrix is being developed based on what members shared at last month's Steering Committee meeting. Ms. Willems has emailed members who have not yet shared their priorities and will be sending out a follow up email to those who have not provided their input.

Based on comments made earlier in the meeting, Ms. Willems confirmed with Nichole Mosqueda, Camarena Health Center, that walking, mobility, and safety were key priorities for Camarena Health Center and their constituents. Ms. Mosqueda added that lighting is also a concern because Camarena Health Center does have after hours care. Ms. Mosqueda also mentioned alternative transportation opportunities and said that pedestrian crossings are one the biggest complaints they hear about, especially as individuals are crossing back and forth over Yosemite Avenue.

**VI. Next Steps**

**a. Staff Items**

There were none.

**b. Renewal Schedule/Steering Committee Vacancy**

Ms. Vivian reviewed the calendar of meetings for the Steering Committee, which 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.

Ms. Vivian stressed the importance of Steering Committee members attending upcoming meetings, especially as discussions start to focus on the Measure T Renewal program development and how much of the Measure T funds should be allocated to these programs. Supervisor Poythress added that it would be important to get the message out to Steering Committee members not in attendance that their participation is critical. Ms. Vivian said that reminder emails will be sent to these members, and that reminder phone calls may also need to be placed.

Ms. Taylor said that there is still a Steering Committee vacancy for Goods Movement, and that a response had not yet been received from potential representatives to fill this vacancy. Ms. Taylor will work with the Co-Chairs to find a solution for this vacancy.

**c. Next Meeting Date**

Mr. Taylor said that the next meeting date is Thursday, December 16, 2021, at 2:00 PM.

**VII. Public Comments**

There were none.



## Measure T Renewal Plan Goals and Objectives

**Goal:** Equitable access to effective transportation options for all, regardless of race, income, national origin, age, location, physical ability, or any other factor.

**Objectives:**

- ✓ Identify innovative solutions that address the transportation needs of disadvantaged communities, vulnerable groups, seniors, and persons with physical disabilities.
- ✓ Avoid disproportionately high adverse environmental impacts upon low-income communities, the elderly, persons with disabilities or minority populations consistent with Title VI regulations.

**Goal:** Multimodal transportation systems that are fully accessible, encourage quality and sustainable growth and development, support the region's environmental resource management strategies, and are responsive to the needs of current and future travelers.

**Objectives:**

- ✓ Support transportation improvements that provide healthy and safe routes for children to schools and between activity centers.
- ✓ Encourage transportation systems that enhance walking or bicycling resulting in significant potential health benefits.
- ✓ Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including reduction of greenhouse gas and air quality emissions, and other environmental resources.

**Goal:** Transportation systems that stimulate, support, sustain, and enhance the movement of people and goods to foster economic competitiveness.

**Objectives:**

- ✓ Provide transportation mobility options necessary to conduct essential daily activities and support equitable access to the region's assets.
- ✓ Invest in modern regional aviation, public transit, and passenger rail systems.
- ✓ Embrace promising and fiscally responsible transportation and new technologies that serve to interconnect systems and that make travel more efficient.

**Goal:** Transportation system coordination and intermodal connectivity to keep people and goods moving.

**Objectives:**

- ✓ Improve and maintain an integrated transportation network that reduces congestion and minimizes safety issues.
- ✓ Strive to create a fully "seamless" intermodal transportation system by addressing critical linkages between modes.

- ✓ Reduce the cost of doing business by providing for the efficient movement of goods, people, and information.

**Goal:** Efficient, safe, and secure transportation systems in the Madera region.

**Objectives:**

- ✓ Maintain, repair, and rehabilitate the existing and future regional transportation system.
- ✓ Support investment in multimodal safety measures to reduce traffic fatalities and incidents in the region.

**Goal:** Adequate funding to maintain and improve the transportation network.

**Objectives:**

- ✓ Shift investment strategies towards a variety of modes.
- ✓ Undertake transportation investments that enhance the future economic viability and performance of the transportation system.
- ✓ Combine elements of priority projects to maximize funding and provide for a well-connected and seamless transportation system.
- ✓ Utilize Measure funding to leverage other local, state, and federal funds.

**Goal:** Reliable transportation choices through the public participation process.

**Objectives:**

- ✓ Conduct effective outreach to ensure fiscally sound transportation investments that result in improved system mobility and safety.
- ✓ Ensure that planning for projects, which benefit disadvantaged communities and vulnerable groups is transparent and actively engages affected communities.
- ✓ Identify transportation needs in disadvantaged communities through meaningful engagement in decision-making about project design and project implementation.
- ✓ Provide a high level of transparency, performance review, and accountability.

**Goal:** Vibrant communities that are supported by sustainable transportation systems.

**Objectives:**

- ✓ Support access to areas of opportunity (jobs, education, etc.), healthy food, clinics and hospitals, and parks, regardless of race, income, national origin, age, location, physical ability, or any other factor.
- ✓ Coordinate with Caltrans and local agencies to mitigate the potential environmental impacts of projects.

Revised: 12/7/21

## Measure T Renewal Plan Transportation System Priorities

The priorities listed below are based on input received from Steering Committee members at the October 21, 2021 meeting, as well as input received from stakeholder interviews, other related public engagement processes to date, and the voter poll.

### Repairing and Maintaining Streets and Roads in Existing Neighborhoods

- A. Streets/road maintenance/rehabilitation (pavement and pothole repair, drainage improvements)
- B. Operational improvements (signals, shoulder widening, median improvements)
- C. Regional pavement management system (PMS)

### An Improved System of Active Transportation Projects (Bicycle, Pedestrian, Trails)

- A. Bike lanes, paths, and trails
- B. Pedestrian facilities (sidewalks, pedestrian overcrossings)
- C. Americans with Disability Act compliance [curb ramps, accessible pedestrian signals (APS)]
- D. Safe Routes to School

**Address Local Transportation Needs** - Allow the cities and the County to best decide what the local transportation needs are considering other available sources of funding and the local needs of their communities

- A. Street maintenance and pothole repair
- B. Street widening, signals, safety improvements, sidewalks, curbs and gutters, streetlights
- C. Enhanced Public Transit Services
- D. Active Transportation Improvements (bikeways, trails, pedestrian improvements)
- E. Any other transportation related projects or programs needed and specific to individual communities/cities
- F. Grant applications and/or technical assistance programs related to federal, State, and other funding to leverage Measure funding

### Transportation Projects that Improve Community Health and Air Quality and Reduce Greenhouse Gas Emissions

- A. Transit-oriented development (TOD) infrastructure (creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high-quality public transit systems)
- B. Electric charging stations
- C. Congestion pricing
- D. Land use incentives to reduce VMT

- E. E bikes/scooters
- F. Electric vehicles
- G. Engine or vehicle upgrades to cleaner technologies

#### **An Improved Public Transit System**

- A. Enhanced urban and rural fixed-route transit services
  - a. Bus rapid transit routes/systems
  - b. Existing transit service improvements and extensions
  - c. Automated fare box systems
  - d. Fleet conversion to electric buses
  - e. Reduced fares
  - f. Bus stop amenities
  - g. Improve service reliability and predictability
  - h. Enhanced urban and rural on-demand transit services
    - i. Dial-a-ride – or services that enable passengers to book their journey at a convenient time and to be picked up from an agreed location

#### **New/Innovative Public Transit Services/Systems**

- A. Uber/Lyft Services
- B. On-demand transit expansion
- C. Driverless shuttles
- D. First/Last-mile connections using other modes such as bikes, scooters, Uber/Lyft, etc.
- E. Micro Transit - Flexible routing and scheduling, which is “location based” or communitywide or based at a housing complex or community center
- F. Shared “rides”- Green Raiteros, Van Vien
- G. Shared “vehicles”-rentals-Mio Car

#### **Enhanced Social Service Transportation Programs**

- A. Senior Scrip (discounts for seniors and the disabled on taxi, Lyft, and Uber fares by purchasing scrip in advance)
- B. Carpools
- C. Vanpools
- D. Agriculture worker Vanpools/CALVANS
- E. On-Demand American with Disabilities (ADA) rides
- F. ADA/seniors, senior/disabled transit fare subsidy
- G. Freeway Service Patrol

#### **Improved Regional Transportation Systems**

- A. Major urban and rural area street, highway, and road improvements
- B. Congestion management program/projects (programs and projects that will optimize the performance of the existing infrastructure)
- C. Operational Improvements (interchange improvements, signalization, freeway ramp metering, median improvements)

- D. Goods movement improvements
- E. Regional connectivity between rural and urban areas
- F. Airport improvements (projects at small city airports)

#### **New Technologies/Innovative Transportation Projects/Programs**

- A. Future technological improvements
- B. Electric vehicle (EV) solar portable charging units
- C. Microgrid/solar EV battery charging
- D. Micro mobility hubs (are designed to provide and identify a range of connected travel choices)
- E. Innovations in micro mobility (bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles)
- F. Drone delivery
- G. Increased opportunities for telecommuting

DRAFT