# AGENDA
## 2022 Measure T Renewal Investment Plan
## Steering Committee
Date:  March 17, 2022 / Time:  1:30 - 3:30 P.M. / Place:  Zoom Meeting #8

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_N070O3ATRgSbpmBktK4_Sw
*After registering, you will receive a confirmation email containing information about joining the webinar*

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

*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. 5, as adopted by the Madera County Transportation Commission Policy Board on February 23, 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.

# Meeting Minutes
## 2022 Measure T Renewal Investment Plan
### Steering Committee Meeting #7
Date: February 17, 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=e8lbyEp95IE

**IN ATTENDANCE:**

**Steering Committee Members:** Madera County Board of Supervisors; Supervisor Brett Frazier (Co-Chair), Madera County Board of Supervisors; Conrad Gaunt, Active Transportation Advocate; Geoffrey Wheeler, Active Transportation Advocate; Matt Watson, Cal Fire; Michael Prandini, Building Industry Association of Fresno and Madera Counties; David Padilla, California Department of Transportation (Caltrans); Nichole Mosqueda, Camarena Health Center; Derek Robinson, Community Advocate; Council Member Diana Palmer, City of Chowchilla; Rod Pruett, City of Chowchilla; Jason Rogers, City of Chowchilla; Ellen Bitter, City of Madera; Mayor Santos Garcia, City of Madera; Keith Helmuth, City of Madera; David Huff, City of Madera; Arnoldo Rodriguez, City of Madera; Stephanie Nathan, 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; 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); 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:** Sofia Angel, Amalia Bernardo, Monty Cox, Maria Garcia, Maria Gonzalez, Felipa Ramirez, Cynthia Rocha, Gabriel Rojas, Andrew Russell, Emiliana Valencia, Juliana Vasquez

**Madera County Transportation Commission/Madera County Transportation Authority Staff and Consultants:** Troy McNeil, MCTC/MCTA; Dylan Stone, MCTC/MCTA; Jeff Findley, MCTC/MCTA; Sandy Ebersole, MCTC/MCTA; Sheila Kingsley; 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; Alex Zajdman, Linguistica

I.   **Introductions and February 10, 2022 Meeting Minutes**

Supervisor Brett Frazier welcomed everyone and thanked them for their attendance and participation. Dena Graham, VRPA, then reviewed the available interpretation services and discussed the webinar protocols. Georgiena Vivian, VRPA, then explained the public comment protocol.

A motion to approve the February 10, 2022 meeting minutes was made by Tim Curley, Valley Children's Hospital, and seconded by Bobby Kahn, Madera County EDC. Supervisor 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**

Comment received during the item generally included:

- Is the public's ability to comment on each agenda item after it's heard, and respond to Steering Committee discussion dependent upon the Chairs discretion or are folks going to have the opportunity to comment after agenda items are heard? It would be at the Co-Chairs discretion, depending upon whether or not there's an action item and also depending on how much time there is left in the agenda to cover all of the agenda items that have been listed.

III.   **Transportation Funding by Mode**

Troy McNeil, MCTC/MCTA, reviewed transportation funding by mode in Madera County. His review included a breakdown of the transportation funding by source and type, and a pie chart that displayed the various funding sources by percentage for Madera County. Comment received during the item generally included:

- Will the Local Transportation Fund (LTF) for roads portion of the pie chart be allocated to transit once a City hits a certain population threshold?  Staff will research the threshold requirements and provide the local agencies with the requirements.
- The Madera City Council took action last night (2/16) to allow both the City and County to become Direct Federal Transit Agency (FTA) Recipients, allowing each respective jurisdiction to separately apply for their share of Madera Urbanized Area (MUA) funds.

IV.   **Public Engagement Status/Update**

Charles Heath, TBWBH Props & Measures, provided a review of the public engagement program, and noted that a more in-depth update was provided at the 2/10 meeting a week prior. Mr. Heath explained that the direct mailer that was discussed at the last meeting will now be sent out to all Madera County residents. Comment received during the item generally included:

- It feels like we're trying to rush this Investment Plan without getting feedback from folks, and they are the ones who are going to be affected by this.
- The one vote that we've taken so far was to recommend a never-ending tax versus a 20 year or 30 year tax, and that should have been discussed with the public.

- For clarification purposes, the Madera County Transportation Authority will approve the Measure T Renewal Plan. Once the Plan is approved, MCTA staff will request that the Madera County Board of Supervisors place the initiative on the ballot.
- The goal is for the Measure to pass in the November election with an understanding who the actual voters will be. We need to make sure that the public participation program carefully addresses that fact so that it does pass in November.

## V. Policy and Priority Discussions

Public Transit Projects/Programs

Ellen Moy, Moy & Associates provided an overview on why public transit is a Measure T funding priority, existing Madera County public transit services, key transit areas that Measure T dollars will target, and how Measure T will enable improvements and expands the transit vision. Comment received during the item generally included:

- Is it anticipated that part of Measure T will be available for public private partnerships and subsidies for private companies? This is certainly a growing area and can be discussed with the Steering Committee.
- We don't have Uber/Lyft available in the mountain areas of the County because they do their billing through GPS to estimate the mileage, and we don't have good enough satellite service. However, improvements are being made and it should be functional within two years. Once improvements are completed, Uber/Lyft Public Private Partnerships can reach rural areas and can potentially be available within a very short period of time.

Discussion of Metric Alternatives to Establish the Allocation of Measure T Program Funding to Local Agencies

Patricia Taylor, MCTC/MCTA, explained that one of the next steps in the process is to determine how to allocate the Measure T local agency or pass-through funds and the metric or formula that should be used. Ms. Taylor referred to the comprehensive list of other self-help counties throughout the State, and the different ways they allocate their Measure dollars to their local agencies. Ms. Taylor then presented examples of allocation alternatives to the Committee. Comment received during the item generally included:

- Road miles - does that mean the miles of road in the region? There are maintained road miles in each of the Cities and the County of Madera, and those numbers were provided by the local jurisdictions.
- Would this also include a regional pot and where does this fall among these options? How to address the regional pot will still need to be discussed.
- Do the County miles include the miles that the County maintains for the various maintenance districts, or is it just County roads? The maintained miles are the miles that are in the County maintained road system. There is another 500 to 600 miles that would make up other roads, including maintenance district roads.

- If the allocation is based upon mileage, then both of the cities lose out on a significant amount of money for road maintenance improvements, which is a concern.
- I don't think that the City could support anything other than total population, otherwise the accumulation of funds through the Measure T tax would be flowing out of the City.
- This is a good question about population versus rode miles as to allocation of funding. What about the allocation of funding by type of projects, such as ATP, transit, maintenance of roads, new construction projects, etc.? Is there a secondary allocation? After the meeting the Project Team will look at the programs and subprograms for the Measure T Renewal and will start to allocate the percentage/dollars for each one of these programs and subprograms, and will bring this information back to the Steering Committee for feedback.
- If we're basing funding allocations by jurisdiction based on road miles, it indicates to me an intention to use the majority of Measure T funds towards roads. Folks that we work with want local streets in their communities to be repaired and maintained, but they also want to see a much higher percentage of Measure T funds going towards active transportation, public transit, and clean mobility. I think that we need to incorporate more equity and prioritize those investments in disadvantaged communities.
- I would like to see a combined prioritization chart where we've got different options, maybe it's not totally based on population and roads. I would like to see some blended options where we can adjust priorities to really meet all of the various elements.
- The mountain areas have a small population with a lot of roads. I believe the numbers going through the south gate of Yosemite National Park is over 4 million people a year, which is an awful lot of wear and tear on SR 41. If we were to go by population, that road would suffer horribly, so perhaps a hybrid approach could be put together.
- If we want development to occur in our disadvantaged communities, or anywhere, it starts with infrastructure and it starts with water, sewer, and roads. Without road infrastructure in place and approved, we're going to struggle to see development occur in those communities.
- We need to take into account population and tourism up in the mountain areas.
- If you do not expand roads and expand capacity, then you have congestion and that's a leading factor of air pollution. Our local economies depend heavily on goods movement and without significant road improvements and capacity increases we're not only going to cripple our economy, but we're also going to do severe damage to those communities most in need.
- Could we have an explanation of the Base - 100,000 and Base - 150,000 allocations? The base means that off the top each agency would get $100,000/$150,000.

Pavement Condition Index (PCI) Requirements

Ms. Vivian discussed Pavement Condition Index (PCI) requirements, which included discussion on the costs per square yard to repair pavement, costs per square yard versus PCI, and costs to achieve a PCI of 70-75 over a 20 year period. Jared Carter, County of Madera, added that Madera County has a high cost to achieve a PCI of 75 partly because it has more road miles to maintain, but also because the County's PCI is currently at 43 or 44. Comment received during the item generally included:

- It really seems like these roads are being damaged by industry, which we're using taxpayer money to fund, and I don't think that's the greatest way of using those funds.

**VI.** **Review Follow-On Polling Process**

Alex Wara-Macapinlac, TBWBH Props & Measures, reviewed the prior polling results, which included the final ballot test by duration of Measure, and projects and services. Ms. Wara-Macapinlac then explained the purpose of having a tracking survey, and the methodology of follow-on polling. The follow-on poll will survey 500 voters likely to participate in the November 2022 election, and will use a mixed-method approach where polling data will be collected through phone and online participation in both English and Spanish.

- Does the polling take into consideration the average countywide voter participation by district, as District 5 typically represents 55% to 58% of the total County vote? Yes.

**VII.** **Next Steps**

**a.** **Staff Items**

There were none.

**b.** **Renewal Schedule**

Ms. Vivian reviewed the future meetings schedule, and previewed items to be discussed at upcoming Steering Committee meetings.

**c.** **Next Meeting Date**

The next meeting date is Thursday, March 10, 2022, at 1:30 PM.  This meeting date has since been postponed to March 17, 2022.

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

Comment received during the item generally included:

- Do rural areas in Madera have a specific day for side hauling like the City does? As of right now we do not have specific days.
- There needs to be more public outreach done and input from the community so they can say what is appropriate and so that they can get the projects they want to see funded.