

Madera County Transportation Commission

2016

Regional Transportation Improvement Program



Fiscal Years 2016/17 through 2020/21

Final

November 18, 2015



Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637

www.maderactc.org

**2016 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2016 RTIP)
MADERA COUNTY TRANSPORTATION COMMISSION**

Table of Contents

	<u>Page Number</u>
A. <u>Overview and Schedule</u>	
Section 1. Cover Letter & Executive Summary.....	1
Section 2. General Information.....	2
Section 3. Background of Regional Transportation Improvement Program....	3
Section 4. Completion of Prior RTIP Projects.....	4
Section 5. RTIP Outreach and Participation.....	5
B. <u>2016 STIP Regional Funding Request</u>	
Section 6. 2016 STIP Regional Share and Request for Programming.....	6
Section 7. Outside Funding Sources included in RTIP.....	7
Section 8. Interregional Improvement Program Funding	8
Section 9. Projects Planned Within the Corridor.....	8
C. <u>Relationship of RTIP to RTP/SCS and Benefits of RTIP</u>	
Section 10. Regional Level Performance Evaluation.....	9
Section 11. Regional and Statewide Benefits of RTIP.....	10
D. <u>Performance and Effectiveness of RTIP</u>	
Section 12. Evaluation of the Cost Effectiveness of the RTIP.....	10
Section 13. Project Specific Evaluation.....	11
E. <u>Detailed Project Information</u>	
Section 14. Overview of Projects Programmed with Regional Funding.....	12
F. <u>Appendices</u>	
Section 15. Projects Programming Request Forms	
Section 16. Board Resolution or Board Documentation of RTIP Approval	
Section 17. Documentation on Coordination with Caltrans District (Optional – N/A)	
Section 18. Detailed Project Programming Summary Table	

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A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter and Executive Summary



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

November 18, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Submittal of MCTC's 2016 Regional Transportation Improvement Program

Dear Mr. Kempton:

The Madera County Transportation Commission (MCTC) is the Metropolitan Planning Organization (MPO), and Regional Transportation Planning Agency (RTPA) for Madera County.

The development of the MCTC 2016 Regional Transportation Improvement Program (RTIP) incorporates input from stakeholders, partner agencies, and the public. The list of projects identified in this RTIP represents some of the Madera region's priority projects.

The 2016 RTIP programs \$3.4 million on programmed projects carried over from the 2014 RTIP. There are no new projects introduced in this 2016 RTIP.

Please feel free to contact myself or Jeff Findley of my staff at (559) 675-0721 if you have any questions or require additional information to the MCTC 2016 RTIP.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission

Member Agencies: County of Madera, City of Madera, City of Chowchilla

The 2016 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how regional discretionary transportation dollars should be programmed from Fiscal Year (FY) 2017-2021. The deadline for regions to submit programming requests for the 2016 STIP is December 15, 2015. The California Transportation Commission (CTC) will adopt the 2016 STIP in March of 2016. For purposes of this 2016 RTIP, the 2016 STIP Guidelines and Fund Estimate are the basis of current funding assumptions. The RTIP is updated every two years and submitted to the California Transportation Commission (CTC). This RTIP covers a five-year period from July 1, 2016 through June 30, 2021 (State fiscal years 2016/17 – 20/21).

Section 2. General Information

- **Regional Agency Name**
Madera County Transportation Commission

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

Regional Agency Website Link: <http://www.maderactc.org.org>

RTIP document link: <http://www.maderactc.org/projects/regional-transportation-improvement-program-rtip/>

RTP link: <http://www.maderactc.org/projects/regional-transportation-improvement-program-rtip/>

- **Executive Director or Chief Executive Officer Contact Information**

Name Patricia Taylor
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Email patricia@maderactc.org
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- **RTIP Staff Contact Information**

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Title Senior Regional Planner
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- **California Transportation Commission (CTC) Staff Contact Information**

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Title Deputy Director

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to Developing the RTIP

As the Regional Transportation Planning Agency, MCTC is responsible for developing the Madera County Transportation Improvement Program. The RTIP serves two functions:

1. Proposes projects and funding reserves for programming in the STIP
2. Conveys the transportation needs of Madera County

The RTIP is one part of the planning, programming and monitoring process that occurs in cooperation with local, state and federal agencies to achieve the ultimate goal of implementing or constructing transportation projects that reflect a well-based and long-term plan.

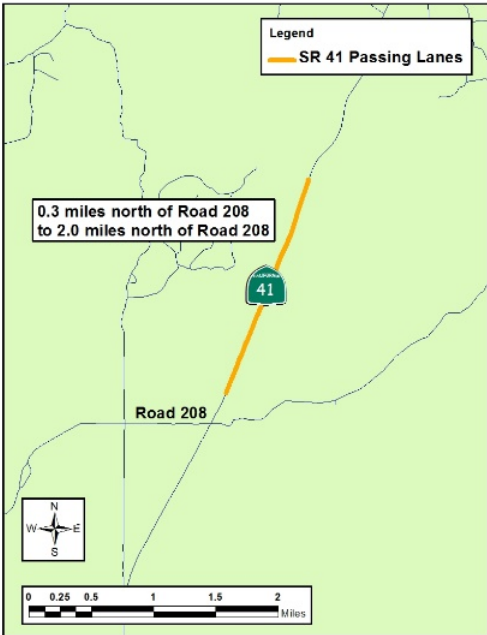
The cycle begins with the preparation of the Regional Transportation Plan (RTP). The RTP is the long-term twenty-year plan for transportation in Madera County. Based on the findings of the RTP, MCTC prepares the RTIP, which proposes transportation projects to the California Transportation Commission (CTC) and covers a period of five years. Simultaneously, Caltrans prepares the ITIP (Interregional Transportation Improvement Program), which nominates highway, rail and other projects that are important to the state. The CTC combines all the regional RTIPs and the ITIP, creating a single programming document, the State Transportation Improvement Program (STIP). Funds are allocated only to projects that are included in the STIP. After the STIP is adopted, MCTC will prepare the three-year Federal Transportation Improvement Plan (FTIP), which contains only funded projects.

In the RTIP, Madera County nominates projects under the Regional Improvement Program (RIP). In the ITIP, Caltrans nominates highway construction projects under the Interregional

Improvement Program (IIP). In the past, projects from the regional and interregional programs in a county competed for the same pool of funding, then known as the county minimum. Now this pool is called the county share, and it is allocated only to the region. The interregional program is now separate, with funds allocated on a statewide basis, and no requirement that any minimum amount be spent in each county.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

The following STIP project is currently underway, since the adoption of the 2014 STIP. Caltrans awarded the construction bid for this project in October 2015, and is now awaiting the beginning of construction.

Project Name and Location	Description	Summary of Improvements/Benefits
<p>State Route 41 Passing Lanes PPNO: 6606</p>	<p>The SR 41 Passing Lanes are located between SR 145 and Road 200 in Madera County at the location of the initial climb from the San Joaquin Valley floor to the Sierra Nevada Mountain Range.</p>  <p>The map shows a section of State Route 41 highlighted in orange, representing the passing lanes. A text box indicates the location is '0.3 miles north of Road 208 to 2.0 miles north of Road 208'. A road labeled 'Road 208' is shown intersecting SR 41. A legend in the top right corner identifies the orange line as 'SR 41 Passing Lanes'. A scale bar at the bottom shows distances from 0 to 2 miles, and a north arrow is also present.</p>	<p>The addition of passing lanes will improve safety and overall traffic operations by breaking up traffic platoons and reducing traffic delays caused by inadequate passing opportunities. Passing lanes are needed to help achieve the desired Level of Service 'D' from the current LOS 'E'.</p>

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Regional Agency adopts 2016 RTIP	November 18, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

MCTC has an adopted Public Participation process. MCTC consults with State and local agencies during the project selection process. The RTIP is one part of the planning, programming and monitoring process that occurs in cooperation with local, state and federal agencies to achieve the ultimate goal of implementing or constructing transportation projects that reflect a well-based and long-term plan. The MCTC 2016 Regional Transportation Improvement Program cycle begins with the preparation of the Regional Transportation Plan (RTP). In the RTIP, Madera County nominates projects under the Regional Improvement Program (RIP). In the ITIP, Caltrans nominates highway construction projects under the Interregional Improvement Program (IIP). In the past, projects from the regional and interregional programs in a county competed for the same pool of funding, then known as the county minimum. Now this pool is called the county share, and it is allocated only to the region. The interregional program is now separate, with funds allocated on a statewide basis, and no requirement that any minimum amount be spent in each county.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 6

Per Section 17 of the STIP Guidelines, MCTC has consulted with Caltrans District 6 staff in regards to the projects in the RTIP. Caltrans and MCTC staffs meet on a quarterly basis to discuss the status of STIP projects and other regional projects for which Caltrans is either the lead agency or provides direct oversight. It should be noted that Caltrans is the lead agency for all current projects in the Madera 2016 RTIP.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Project currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

Not applicable for the 2016 STIP Period due to the lack of funding available for programming.

B. Summary of Requested Programming

This list represents prior 2014 STIP Programming. MCTC requests that the existing following amounts be carried over to the 2016 STIP.

Project Name and Location	Project Description	Requested RIP Amount
State Route 99 – Avenue 12 to Avenue 17 Widen to 6 Lanes PPNO: 5335	Widening of this section of SR 99 within the city limits of the City of Madera is needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation. The proposed 6-lane freeway would accommodate the traffic demand at or above LOS 'D' by 2025.	FY 17/18: \$1,545,000
State Route 99 – Avenue 7 to Avenue 12 Widen to 6 Lanes PPNO: 6297	Widening of this section of SR 99 is needed to improve safety, reduce congestion and increase connectivity of the highway system, and preserve acceptable facility operation of Route 99. The proposed 6-lane freeway would accommodate the traffic demand at or above LOS 'D' by 2025.	FY 16/17: \$1,500,000
Planning, Programming and Monitoring (PPM) – Madera County Transportation Commission	Planning, Programming and Monitoring	\$361,000

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

MCTC has allocated Regional Improvement Program (RIP) funds towards two projects that were included in the 2014 RTIP. There currently remains a significant unfunded need for both projects.

Proposed 2016 RTIP	Total RTIP	Other Funding				Unfunded Need	Total Project Cost
		ITIP	RSTP/ CMAQ	RIP	Local Measure		
State Route 99 – Avenue 12 to Avenue 17 Widen to 6 Lanes PPNO: 5335	\$1,545,000	\$4,300,000		\$1,545,000	\$2,250,000	\$59,255,000	\$67,350,000
State Route 99 – Avenue 7 to Avenue 12 Widen to 6 Lanes PPNO: 6297	\$1,500,000	\$1,500,000		\$1,500,000		\$72,000,000	\$75,000,000
							-
Totals	\$3,045,000	\$5,800,000		\$3,045,000	\$2,250,000	\$131,255,000	\$142,350,000

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

MCTC is not requesting additional ITIP funding for the 2016 STIP. As shown on the table Section 7, as part of the 2014 RTIP, ITIP funds in the amount of \$3,045,000 were committed to two projects in Madera County on State Route 99. MCTC would request that as part of the 2016 STIP, that these funds remain committed to these important widening projects on State Route 99 in Madera County.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

Due to the absence of STIP capacity, MCTC is not proposing new projects in the 2016 STIP cycle.

The following two projects programmed in the 2016 RTIP will have an impact within the corridor.

State Route 99 – Avenue 12 to Avenue 17 Widen to 6 Lanes

Widening of this section of SR 99 within the city limits of the City of Madera is needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation. The proposed 6-lane freeway would accommodate the traffic demand at or above LOS 'D' by 2025.

State Route 99 – Avenue 7 to Avenue 12 Widen to 6 Lanes

Widening of this section of SR 99 is needed to improve safety, reduce congestion and increase connectivity of the highway system, and preserve acceptable facility operation of Route 99. The proposed 6-lane freeway would accommodate the traffic demand at or above LOS 'D' by 2025.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Due to the absence of STIP capacity, MCTC is not proposing any new projects in this STIP cycle. This performance evaluation of the RTIP proposal is not applicable.

The 2016 RTIP furthers the goals of MCTC's adopted 2014 RTP and Sustainable Communities Strategy. These goals include:

- To promote Intermodal Transportation Systems that are Fully Accessible, Encourage Quality Growth and Development, Support the Region's Environmental Resource Management Strategies, and are Responsive to the Needs of Current and Future Travelers.
- To Promote and Develop Transportation Systems that Stimulate, Support, and Enhance the Movement of People and Goods to Foster Economic Competitiveness of the Madera Region.
- To Enhance Transportation System Coordination, Efficiency, and Intermodal Connectivity to Keep People and Goods Moving and Meet Regional Transportation Goals.
- To Maintain the Efficiency, Safety, and Security of the Region's Transportation System.
- To Improve the Quality of the Natural and Human Built Environment through Regional Cooperation of Transportation Systems Planning Activities.
- To Maximize Funding to Maintain and Improve the Transportation Network.
- To Identify Reliable Transportation Choices that Support a Diverse Population.
- To protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).

The performance measures listed in Table 1 below identify relevant data and tools available to the extent that may be reported:

Table B1		
Evaluation – Regional Level Performance Indicators and Measures		
MCTC 2015 RTIP	2040 RTP Without RTIP	2040 RTP with RTIP
Daily Vehicle Miles Traveled Per Capita	19.81	19.79
Percent of VMT at Less than 35 MPH	19.20	19.00
Commute Mode Share Drive	96.90	96.90
Commute Mode Share Transit	0.31	0.31
Commute Mode Share Walk/Bike	2.79	2.79
Daily Transit Mode Share	0.31	0.31
Important Farm Land (prime, unique and statewide importance) Consumed	136	136
CP2 Emissions Reduction Per Capita (compared to 2005 baseline) (in 1000's)	-0.85	-0.84
Total Lane Miles	1914	1941

As shown in Table 1, by the horizon year of 2040 in the 2014 RTP, the 2016 RTIP assists in the reduction of daily vehicle miles traveled (VMT) and CO2 emissions per capita.

MCTC’s 2016 RTIP will assist the Madera region’s ability to reach its goals for the expansion of increased mobility, transportation options, facilitation of the movement of goods and residents, and development of key economic centers. The projects contained in this RTIP are consistent with and help implement the region’s transportation projects contained in MCTC’s 2014 Regional Transportation Plan and Sustainable Communities Strategy. Furthermore, the programming of MCTC’s 2016 is consistent with the policies, procedures, and funding capacity established in the 2016 STIP Guidelines and STIP Fund Estimate.

Section 11. Regional and Statewide Benefits of RTIP

Due to the absence of STIP capacity, MCTC is not proposing new RTIP projects in this STIP cycle. The existing projects programmed in the RTIP are intended toward advancing the region and state by widening segments of SR 99. The region and state will both benefit from the programmed projects due to increased efficiency, mitigating traffic congestion and ensuring better mobility and accessibility.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

No new projects are proposed for inclusion in the 2016 RTIP. The cost-effectiveness of the 2016 RTIP on a regional level is based upon the following performance metrics (previously identified in Table B1) and summarized again in Table 2.

Table B2			
Cost-Effective Indicators and Measures			
	MCTC 2015 RTIP	2040 RTP Without RTIP	2040 RTP with RTIP
Congestion Reduction	Daily Vehicle Miles Traveled Per Capita	19.81	19.79
	Percent of VMT at Less than 35 MPH	19.20	19.00
	Commute Mode Share Drive	96.90	96.90
	Commute Mode Share Transit	0.31	0.31
	Commute Mode Share Walk/Bike	2.79	2.79
	Daily Transit Mode Share	0.31	0.31
	Environmental Sustainability	Important Farm Land (prime, unique and statewide importance) Consumed	136
CP2 Emissions Reduction Per Capita (compared to 2005 baseline) (in 1000’s)		-0.85	-0.84
	Total Lane Miles	1914	1941

The 2016 RTIP investment will realize gains in congestion reduction and environmental sustainability.

The daily VMT per capita, coupled with the reduction of miles travelling at congested speeds (below 35 mph), will directly translate into improvements in mobility for travelers, commuters, and goods movement on the regional transportation system. These indicators alone will translate into economic development benefits for the region when people can get to jobs, schools, and work more effectively. Improvements in congestion will help meter the flow of goods on the corridor, improving reliance of timely shipment and delivery services. These are key services in Madera County which is heavily reliant on the corridor improvements identified in the 2016 RTIP for transport of goods to regional and statewide farm-to-market industries.

Section 13. Project Specific Evaluation (Required per Section 19)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

This evaluation can be found in the Appendix, Section 15.

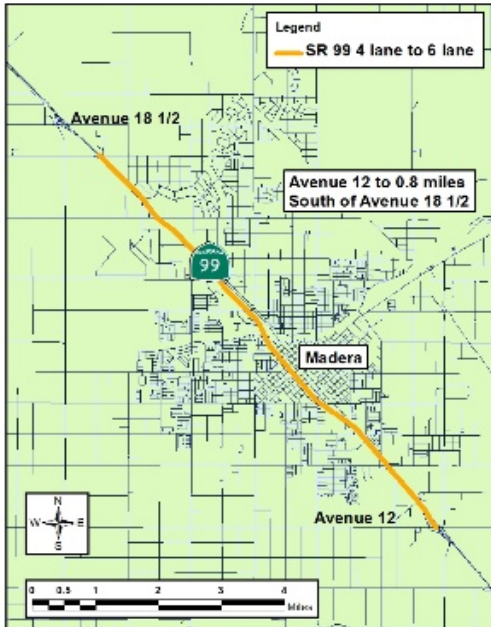
Not applicable: There are no new projects being programmed in the 2016 RTIP.

Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

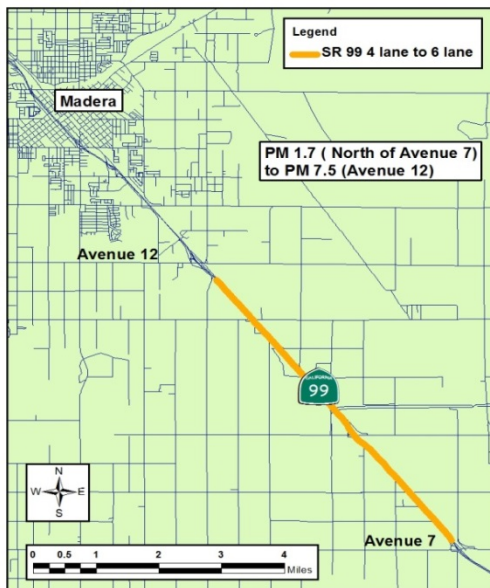
There are two STIP projects in the Madera region that have programmed RIP funding.

1. SR 99 – Ave 12 to Ave 17 – Widen to 6 Lanes



Widening of this section of SR 99 within the city limits of the City of Madera is needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation. The purpose of this project would be to increase capacity to reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation of Route 99. The proposed 6-lane freeway would accommodate the traffic demand at or above LOS D by 2025. \$1,545,000 of RIP funding is programmed for this project.

2. SR 99 – Ave 7 to Ave 12 – Widen to 6 Lanes



Widening of this section of SR 99 is needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation. The purpose of this project would be to increase capacity to reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation of Route 99. The proposed 6-lane freeway would accommodate the traffic demand at or above LOS D by 2025. \$1,500,000 in RIP funding is programmed for this project.

E. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP

Section 17. Documentation of Coordination with Caltrans District (Optional - N/A)

Section 18. Detailed Project Programming Summary Table

APPENDICES
SECTION 15
PROJECT PROGRAMMING REQUEST FORMS

STATE ROUTE 99 – AVENUE 12 TO AVENUE 17

WIDEN TO 6 LANES

PPR

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	10/26/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	47090	0600000973	5335			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MAD	99	R7.5	15.1	Caltrans		
				MPO	Element	
				Madera	CO	
Project Manager/Contact		Phone		E-mail Address		
Anand Kapoor		(559)243-3588		anand.kapoor@dot.ca.gov		
Project Title						
Madera 6 Lane						
Location, Project Limits, Description, Scope of Work						
In the city of Madera, from Avenue 12 to Avenue 17. Widen from 4 to 6 lanes.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
<p>Currently this section of SR 99 is operating at a level of service (LOS) "D". This section of SR 99 has had an increase in development resulting in deteriorating the traffic operation. With further traffic growth due to this ongoing development along this corridor it is anticipated that the freeway will operate at capacity of LOS "E" between the years 2017 and 2022. The 4-lane freeway will continue to fail beyond the year 2022. The purpose of this project is to increase the capacity of the facility.</p> <p>The improvement would reduce traffic congestion and improve traffic safety.</p>						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					01/07/13	01/07/13
Circulate Draft Environmental Document			Document Type	ND/FONSI	07/01/14	05/14/15
Draft Project Report					06/01/14	05/14/15
End Environmental Phase (PA&ED Milestone)					12/01/14	08/14/15
Begin Design (PS&E) Phase					12/01/14	10/01/15
End Design Phase (Ready to List for Advertisement Milestone)					09/01/16	12/01/17
Begin Right of Way Phase					12/01/14	10/01/15
End Right of Way Phase (Right of Way Certification Milestone)					08/01/16	11/01/17
Begin Construction Phase (Contract Award Milestone)					04/01/17	05/01/18
End Construction Phase (Construction Contract Acceptance Milestone)					01/02/19	07/01/20
Begin Closeout Phase					07/01/18	07/01/20
End Closeout Phase (Closeout Report)					07/01/20	07/01/22

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 10/26/15

Additional Information

[Empty box for Additional Information]

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 10/26/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD, ,	99, ,	47090	0600000973	5335	
Project Title: Madera 6 Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)		3,150						3,150	Caltrans
PS&E			3,200					3,200	Caltrans
R/W SUP (CT)			500					500	Caltrans
CON SUP (CT)					5,200			5,200	Caltrans
R/W			600					600	Caltrans
CON					35,500			35,500	Caltrans
TOTAL		3,150	4,300		40,700			48,150	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,250							2,250	
PS&E			3,200					3,200	
R/W SUP (CT)			500					500	
CON SUP (CT)			5,200					5,200	
R/W			600					600	
CON					55,600			55,600	
TOTAL	2,250		65,100					67,350	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)		1,545						1,545	Madera County Transportation Con
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,545						1,545	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,545					1,545	
TOTAL			1,545					1,545	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E			3,200					3,200	
R/W SUP (CT)			500					500	
CON SUP (CT)									
R/W			600					600	
CON									
TOTAL			4,300					4,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,200					3,200	
R/W SUP (CT)			500					500	
CON SUP (CT)									
R/W			600					600	
CON									
TOTAL			4,300					4,300	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 10/26/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	99	47090	0600000973	5335	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

The construction cost estimate has increased

--

Reason for Proposed Change

The recent cost estimate update at the end of PA&ED based on the fully defined scope and latest unit price data show an increase in construction capital from the preliminary cost estimate at the start of the PA&ED

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE ROUTE 99 – AVENUE 7 TO AVENUE 12

WIDEN TO 6 LANES

PPR

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	10/26/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	0H220	0612000158	6297			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MAD	99	1.7	R7.5	Caltrans		
				MPO	Element	
				Madera	CO	
Project Manager/Contact		Phone		E-mail Address		
Anand Kapoor		(559)243-3588		anand.kapoor@dot.ca.gov		
Project Title						
South Madera 6 Lane						
Location, Project Limits, Description, Scope of Work						
Near the city of Madera, from north of Avenue 7 to north of Avenue 12. Widen from 4 to 6 lanes.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
Widening of this section of SR 99 is needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation. The pupose of this project would be to increase capacity to reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation of Route 99.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					07/01/15	
Circulate Draft Environmental Document			Document Type	ND/FONSI	07/01/17	
Draft Project Report					07/01/17	
End Environmental Phase (PA&ED Milestone)					01/03/18	
Begin Design (PS&E) Phase					01/03/18	
End Design Phase (Ready to List for Advertisement Milestone)					01/01/20	
Begin Right of Way Phase					01/03/18	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/19	
Begin Construction Phase (Contract Award Milestone)					01/03/21	
End Construction Phase (Construction Contract Acceptance Milestone)					02/01/24	
Begin Closeout Phase					12/01/24	02/01/24
End Closeout Phase (Closeout Report)					07/01/26	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 10/26/15

Additional Information

[Empty box for Additional Information]

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 10/26/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	99	0H220	0612000158	6297	
Project Title: South Madera 6 Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)		3,000						3,000	Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)					7,000			7,000	Caltrans
R/W									Caltrans
CON					60,000			60,000	Caltrans
TOTAL		3,000			67,000			70,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E			5,000					5,000	
R/W SUP (CT)									
CON SUP (CT)					7,000			7,000	
R/W									
CON					60,000			60,000	
TOTAL		3,000	5,000		67,000			75,000	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)		1,500						1,500	Madera County Transportation Con
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,500						1,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,500						1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,500						1,500	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)		1,500						1,500	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,500						1,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,500						1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,500						1,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 10/26/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	99	0H220	0612000158	6297	

SECTION 1 - All Projects**Project Background****Programming Change Requested**

Added PS&E support cost estimate

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE ROUTE 41 – SR 145 TO ROAD 200

PASSING LANES

PPR

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	10/26/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	0G900	0600000112	6606			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MAD	41	11.7	13.6	Madera County Transportation Commission		
				MPO	Element	
				Madera	CO	
Project Manager/Contact		Phone		E-mail Address		
Anand Kapoor		(559)243-3588		anand.kapoor@dot.ca.gov		
Project Title						
Madera 41 Passing Lane						
Location, Project Limits, Description, Scope of Work						
Near Friant, from 0.3 miles north of Road 208 to 2.2 miles north of Road 208. Construct passing lane.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
The addition of passing lanes will improve overall traffic operations by breaking up traffic platoons and reducing traffic delays caused by inadequate passing opportunities. Passing lanes are needed to help achieve the desired Level of Service (LOS) 'D' from the current LOS 'E'.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					02/04/09	
Circulate Draft Environmental Document			Document Type	ND/FONSI	03/25/11	
Draft Project Report					05/02/11	
End Environmental Phase (PA&ED Milestone)					09/01/11	
Begin Design (PS&E) Phase					09/01/11	
End Design Phase (Ready to List for Advertisement Milestone)					07/02/14	01/30/15
Begin Right of Way Phase					09/01/11	
End Right of Way Phase (Right of Way Certification Milestone)					08/19/13	
Begin Construction Phase (Contract Award Milestone)					02/01/15	10/08/15
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/16	01/02/17
Begin Closeout Phase					07/01/16	01/02/17
End Closeout Phase (Closeout Report)					07/01/18	01/02/19

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 10/26/15

Additional Information

[Empty box for Additional Information]

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 10/26/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	41	0G900	0600000112	6606	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Adjusted the construction support and capital cost estimates as per the cooperative agreement and the PS&E
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals			
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*			
Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

APPENDICES

SECTION 16

**BOARD RESOLUTION OR BOARD DOCUMENTATION OF
APPROVAL OF THE 2016 RTIP**

1
2 **BEFORE**
3 **THE COMMISSIONERS OF THE MADERA COUNTY TRANSPORTATION COMMISSION**
4 **COUNTY OF MADERA, STATE OF CALIFORNIA**
5

6 In the matter of) Resolution No. **15-12**
7)
8 **THE 2016 MADERA COUNTY REGIONAL**)
9 **TRANSPORTATION IMPROVEMENT**)
10 **PROGRAM**)

11
12 **WHEREAS,** the Madera County Transportation Commission (MCTC) is the Regional Transportation Planning
13 Agency for Madera County pursuant to state law; and

14
15 **WHEREAS,** pursuant to State law, every two years the MCTC is required to develop and submit to the
16 California Transportation Commission (CTC) a Regional Transportation Improvement Plan (RTIP) that identifies
17 projects to be included in the State Transportation Improvement Program (STIP); and

18
19 **WHEREAS,** MCTC has prepared the 2016 RTIP in compliance with the CTC adopted 2016 Guidelines and
20 STIP Fund estimate; and

21
22 **WHEREAS,** the projects contained in the 2016 RTIP are consistent with the MCTC's adopted 2014 Regional
23 Transportation Plan (RTP), 2015 Federal Transportation Improvement Program (FTIP); and

24
25 **WHEREAS,** pursuant to adopted CTC, STIP Guidelines, the MCTC is authorized to develop and submit the
26 Regional Transportation Improvement Program by December 15, 2015; and

27
28 **WHEREAS,** the 2016 Madera County Regional Transportation Improvement Program has been prepared by the
29 Madera County Transportation Commission in cooperation with its member agencies and Caltrans in accordance
30 with CTC programming policies and guidelines; and

31
32 **WHEREAS,** the MCTC proposes the projects in "Attachment A" outlines the Madera region's request for
33 programming to be included in the 2016 RTIP; and

34
35 **WHEREAS,** the Madera County Transportation Commission Policy Board considered the 2016 RTIP at its
36 November 18, 2015 meeting; and

37
38 **NOW, THEREFORE, BE IT RESOLVED,** the Madera County Transportation Commission does hereby
39 adopt the 2016 Madera County Regional Transportation Improvement Program and directs staff to submit the
40 program to the Department of Transportation and CTC by December 15, 2015.

41
42 This Resolution is adopted this 18th day of November, 2015, by the following vote:

43
44 Commissioner Rogers Voted Yes
45 Commissioner Rodriguez Voted Yes
46 Commissioner Wheeler Voted Yes
47 Commissioner Ahmed Voted Yes
48 Commissioner Poythress Voted Yes
49 Commissioner Medellin Voted Yes

50
51 
52 _____
53 Chairman, Madera County Transportation Commission

54
55 
56 _____
57 Executive Director, Madera County Transportation Commission

ATTACHMENT A

Madera 2016 RTIP														
			Project Totals by Fiscal Year (\$1,000)					Project Totals by Component (\$1,000)						
County	Agency	Project	Total	16/17	17/18	18/19	19/20	20/21	R/W	Const	E&P	PS&E	R/W Supp	Con Supp
Madera	Caltrans	SR 99 - Ave 12 to Ave 17 Widen to 6 Lanes	\$1,545		\$1,545									
	Caltrans	SR 99 - Ave 7 to Ave 12 Widen to 6 Lanes	\$1,500	\$1,500							\$1,500			
	MCTC	Planning, Programming and Monitoring	\$361	\$121	\$120	\$120					\$361			
Total			\$3,406	\$1,621	\$1,665	\$120	\$0	\$0	\$0	\$1,906	\$1,500	\$0	\$0	\$0

APPENDICES

SECTION 17

**DOCUMENTATION OF COORDINATION WITH CALTRANS
DISTRICT**

Not Applicable for the 2016 RTIP

APPENDICES

SECTION 18

DETAILED PROJECT PROGRAMMING SUMMARY TABLE

Madera 2016 RTIP

Madera 2016 RTIP															
County	Agency	Project	Total	Project Totals by Fiscal Year (\$1,000)					Project Totals by Component (\$1,000)						
				16/17	17/18	18/19	19/20	20/21	R/W	Const	E&P	PS&E	R/W Supp	Con Supp	
Madera	Caltrans	SR 99 - Ave 12 to Ave 17 Widen to 6 Lanes	\$1,545		\$1,545						\$1,545				
	Caltrans	SR 99 - Ave 7 to Ave 12 Widen to 6 Lanes	\$1,500	\$1,500								\$1,500			
	MCTC	Planning, Programming and Monitoring	\$361	\$121	\$120	\$120					\$361				
Total			\$3,406	\$1,621	\$1,665	\$120	\$0	\$0	\$0	\$0	\$1,906	\$1,500	\$0	\$0	\$0

APPENDICES
SECTION 19
ALTERNATIVE DELIVERY METHODS

Not Applicable for the 2016 RTIP