

Madera County 2021 Federal Transportation Improvement Program Fiscal Years 2020-21 through 2023-24

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Executive Summary

A Federal Transportation Improvement Program (FTIP) is a multi-modal list of capital improvement projects to be implemented over a four (4) year period. Biennially, Madera County Transportation Commission (MCTC), in cooperation with member jurisdictions and the California Department of Transportation (Caltrans), prepares an FTIP for all highways, streets, roads, transit, and aviation projects in Madera County that use Federal or State funding. The TIP is reviewed by the MCTC Technical Advisory Committee; the MCTC Transportation Policy Advisory Committee; and the MCTC Board of Directors for compliance with Federal and State requirements.



The Regional Transportation Improvement Program (RTIP) is the formal presentation to the State of projects that the Region wishes to implement within the next five (5) years. Projects not listed in this formal submittal will not be funded. Once projects are approved and presented in the State Transportation Improvement Program (STIP), the projects are then incorporated into the Federal Transportation Improvement Program (FTIP) for ultimate inclusion into the Federal State Transportation Improvement Program (FSTIP). Amendments to the FTIP are made when projects submitted by Local agencies are subsequently awarded funds contingent upon all requirements being satisfied.

The FTIP establishes a systematic, realistic approach to programming capital improvement projects over a four (4) year period (the Quadrennial Element) with additional programming indicated for two (2) years beyond (the Out Years). Projects listed in the FTIP are designed to be consistent with, and implement the Regional Transportation Plan (RTP), the 25-year plan for transportation improvements in the Madera Region. The FTIP is subject to continual review and modifications to assure timely delivery of projects identified in the RTP, RTIP and FTIP.



Introduction

Madera County

Madera County is located in the central portion of the San Joaquin Valley and is at the geographical center of California. The county encompasses an area of 2,147 square miles. It is bounded on the northwest by the Chowchilla River, on the south and west by the San Joaquin River, and on the east by the crest of the Sierra Nevada mountain range.

According to the California Department of Finance, Madera County has a population of 158,417 in 2020, and it is estimated that 65,415 people reside in the City of Madera (42%); 18,196 in the City of Chowchilla (11%); and 74,536 in the unincorporated area (47%).

Agricultural production provides the traditional economic base for the county accounting for approximately 20% of total employment in 2015 (latest data from the California Employment Development Department). The county has experienced growth in its industrial and commercial base due to rapid increases in population over the last ten (10) years. This expansion is anticipated to continue and could accelerate based upon the accessibility of both the cities of Madera and Chowchilla and potential growth in southeastern Madera County related to the northward expansion of the Fresno-Clovis Urbanized Area. Madera County is traversed by State Route 99 and the Southern Pacific and Burlington Northern & Santa Fe Railroad mainlines (Exhibit 1). These facilities comprise the primary north-south surface transportation corridor in the Valley. Interregional travel is significant in this central transportation corridor as well as on State Route 41 which provides an important access to Yosemite National Park and on State Route 152 which provides a major east-west route from the Central Valley to the developing Santa Clara Valley area. There are two general purpose airports within the county at Chowchilla and Madera. However, primary air carrier service needs are met via the Fresno Air Terminal.

Madera County passed a half cent sales tax measure (Measure T) in November 2006. The measure is expected to provide over \$192 million in revenue over its 20-year life. The Regional Program is intended for several major capital improvement projects on or near the State Highway System. The Local Program is distributed to the county and two incorporated cities based upon population. These funds are restricted to use for Local transportation purposes and may be used as matching funds for projects identified in the FTIP.

The San Joaquin Valley

The San Joaquin Valley contains the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings and Kern (Exhibit 2). These eight counties also comprise the San Joaquin Valley Air Basin which currently does not meet air quality standards set forth in the Federal Clean Air Act or the California Clean Air Act. The eight valley transportation planning agencies (Exhibit 3) and the San Joaquin Valley Air Pollution Control District have entered into a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach. The agencies have defined a cooperative process designed to achieve compliance with air quality conformity provisions of Federal legislation and to ensure a coordinated transportation planning process on issues of mutual concern. One planning/programming effort being addressed in a cooperative effort is the preparation of the Federally required Transportation Improvement Program (FTIP). Another effort is the implementation of a Local cost-effectiveness Congestion Mitigation and Air Quality (CMAQ) policy. MCTC CMAQ project selection criteria may be found on the [MCTC CMAQ Page](#).

EXHIBIT 1 Madera County and its 2 Cities

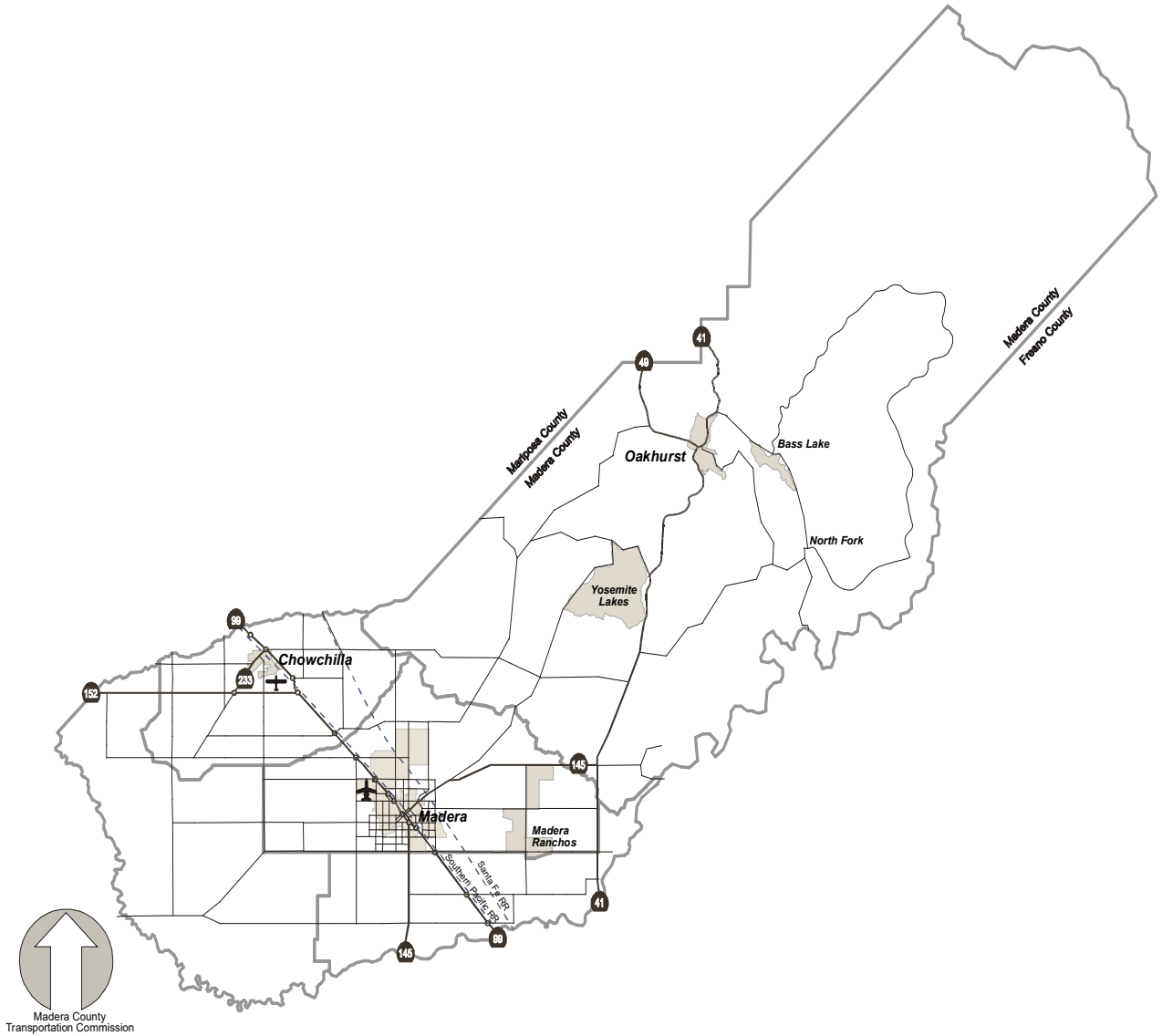


EXHIBIT 2

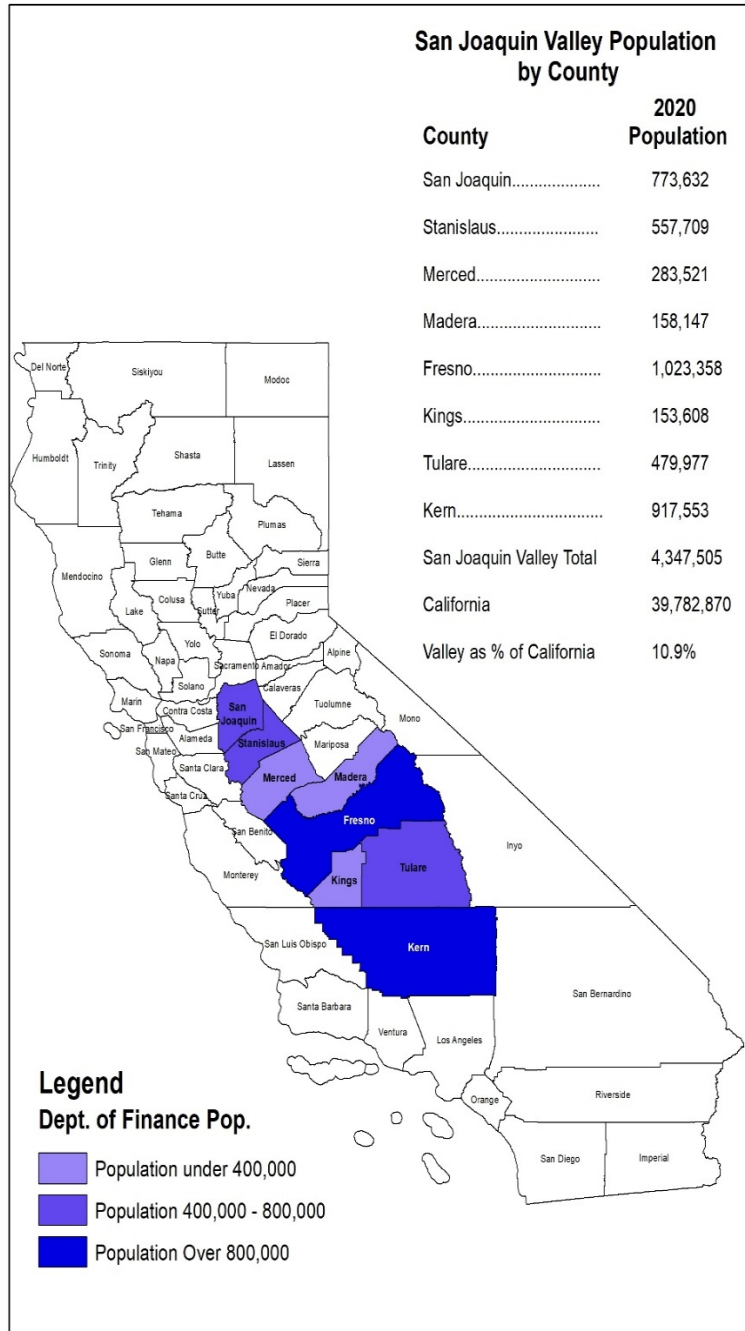
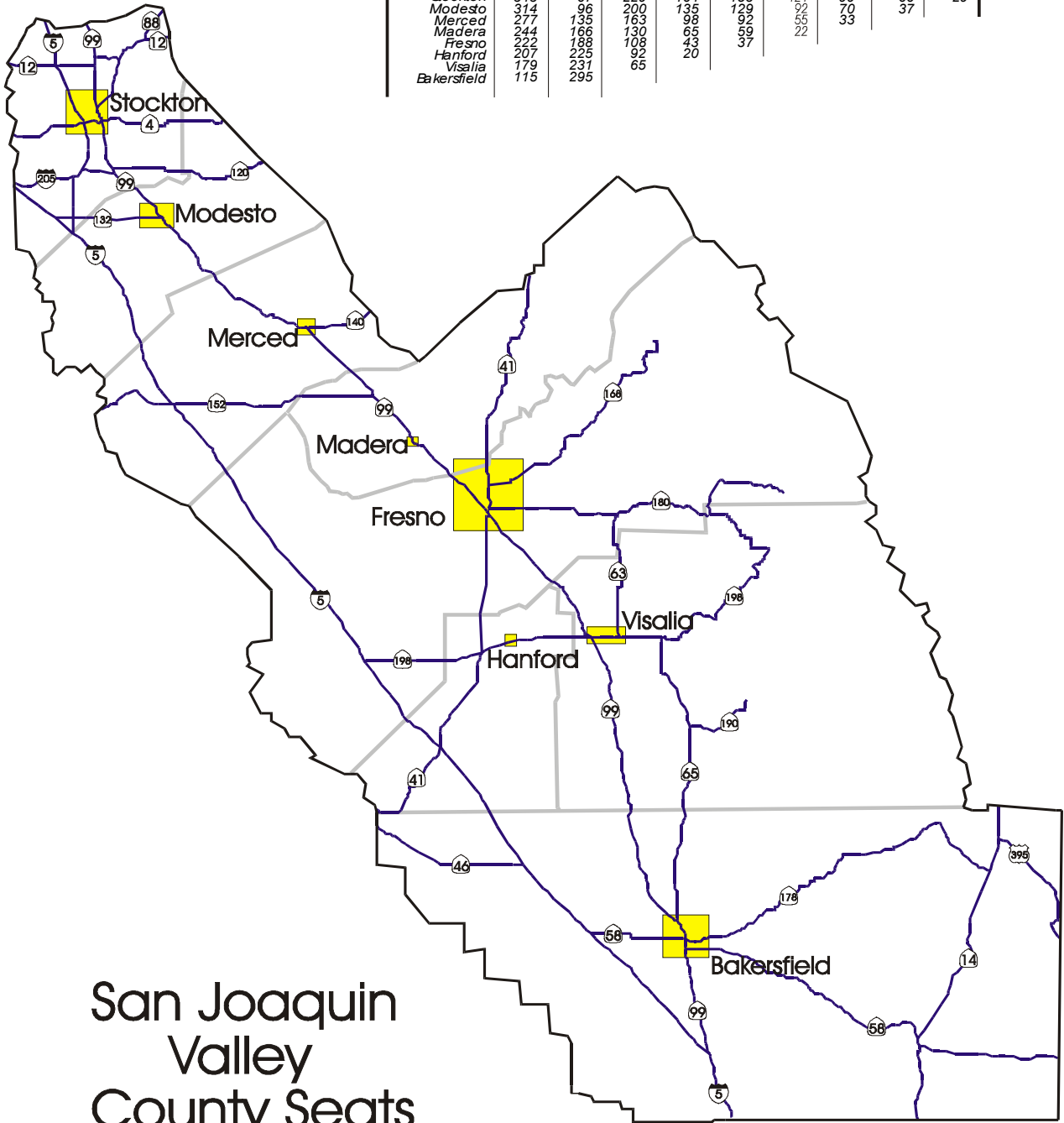


EXHIBIT 3

DISTANCE CHART	Los Angeles	San Francisco	Bakersfield	Visalia	Hanford	Fresno	Madera	Merced	Modesto
	Stockton	343	67	229	164	158	121	99	66
Modesto	314	96	200	135	129	92	70	37	
Merced	277	135	163	98	92	55	33		
Madera	244	166	130	65	59	22			
Fresno	222	188	108	43	37				
Hanford	207	225	92	20					
Visalia	179	231	65						
Bakersfield	115	295							



San Joaquin
Valley
County Seats

Federal Transportation Improvement Program – Process & Development

About the Federal Transportation Improvement Program

Federal transportation legislation, including the Fixing America's Surface Transportation Act (FAST Act), approved in 2016, requires each Metropolitan Planning Organization (MPO) to complete a Transportation Improvement Program (FTIP). The FTIP is a financially constrained multimodal transportation planning program developed by the MPO through its member agencies and in cooperation with State and Federal agencies. The basic premise behind a FTIP is that it is the incremental implementation (four years) of the long-range Regional Transportation Plan (25 years). The FTIP serves to present to Federal funding agencies manageable components of funding the long-range plan.

The FTIP is a compilation of project lists from the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), transit, other urbanized and non-urbanized area projects, and all Regionally significant transportation projects. The FTIP is to be composed of two parts. The first is a priority list of projects and project segments to be carried out in a four (4) year period. The second is a financial plan that demonstrates how the FTIP can be implemented. The financial plan is also required to indicate all public and private resources and financing techniques that are expected to be used to carry out the program.

FTIP Process and Development

The MCTC prepares the FTIP in cooperation with its member agencies, transit operators, State and Federal agencies, and with public involvement (Exhibit 4). As Federal funding programs are developed, notifications are sent out to eligible agencies and the public, informing them of the appropriate way projects may be submitted for consideration. The MCTC has adopted and utilized an "expedited project selection process" (EPSP) in the development of this FTIP (see Appendix M). The State is also required to carry out a public participation process during development and adoption of its programs. The State's programs, upon adoption, are then submitted for inclusion in the appropriate MPO FTIP.

The MCTC, as the MPO for Madera County, is a part of the San Joaquin Valley Air Basin which is in a non-attainment status for Federal air quality standards. In order to comply with Federal requirements for development of plans, programs and air quality conformity findings, MCTC takes appropriate actions to ensure that air quality issues are addressed, and that adequate opportunity is provided for public review.

In addition to the general notifications, MCTC has an enhanced participation process whereby citizen groups/individuals can seek membership on appropriate committees. An extensive agenda mailing list contains many interested parties who can then review the agenda and determine for themselves if there are any issues upon which they wish to interact with the agency. Finally, there are required public hearings prior to adoption of the FTIP.

FTIP Presentation

As a result of the Memorandum of Understanding between the eight Valley transportation planning agencies, a committee was formed to coordinate the FTIP format. A consistent presentation of the FTIP project listings was developed, with common sections among the eight agencies as well as certain map exhibits. This should provide for a more efficient and expedient review process for the San Joaquin Valley.

A common database that tracks project information within each FTIP is shared by California Department of Transportation (Caltrans), MPOs, and Federal Highway Administration (FHWA), known as the California Transportation Improvement Program System (CTIPS). CTIPS is used to manage the programming and allocation of funds for State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), Highway Bridge Program (HBP), and other Local projects. Reports generated from this system are included in the project listing section of this document.

Consistency with Other Documents

The MCTC's 2021 FTIP is consistent with the following documents:

- The 2018 Regional Transportation Plan, as amended
- The 2020 STIP
- The State Implementation Plan for Air Quality as it applies to Madera County
- 2020 SHOPP
- 2020 Interregional Transportation Improvement Program (ITIP)

The 2021 FTIP is also consistent with the County Share information as provided within the 2020 STIP Fund Estimate and with Federal fund estimates resulting from the passage of the Fixing America's Surface Transportation Act (FAST Act).



Participation Plan and Public Hearing Notices

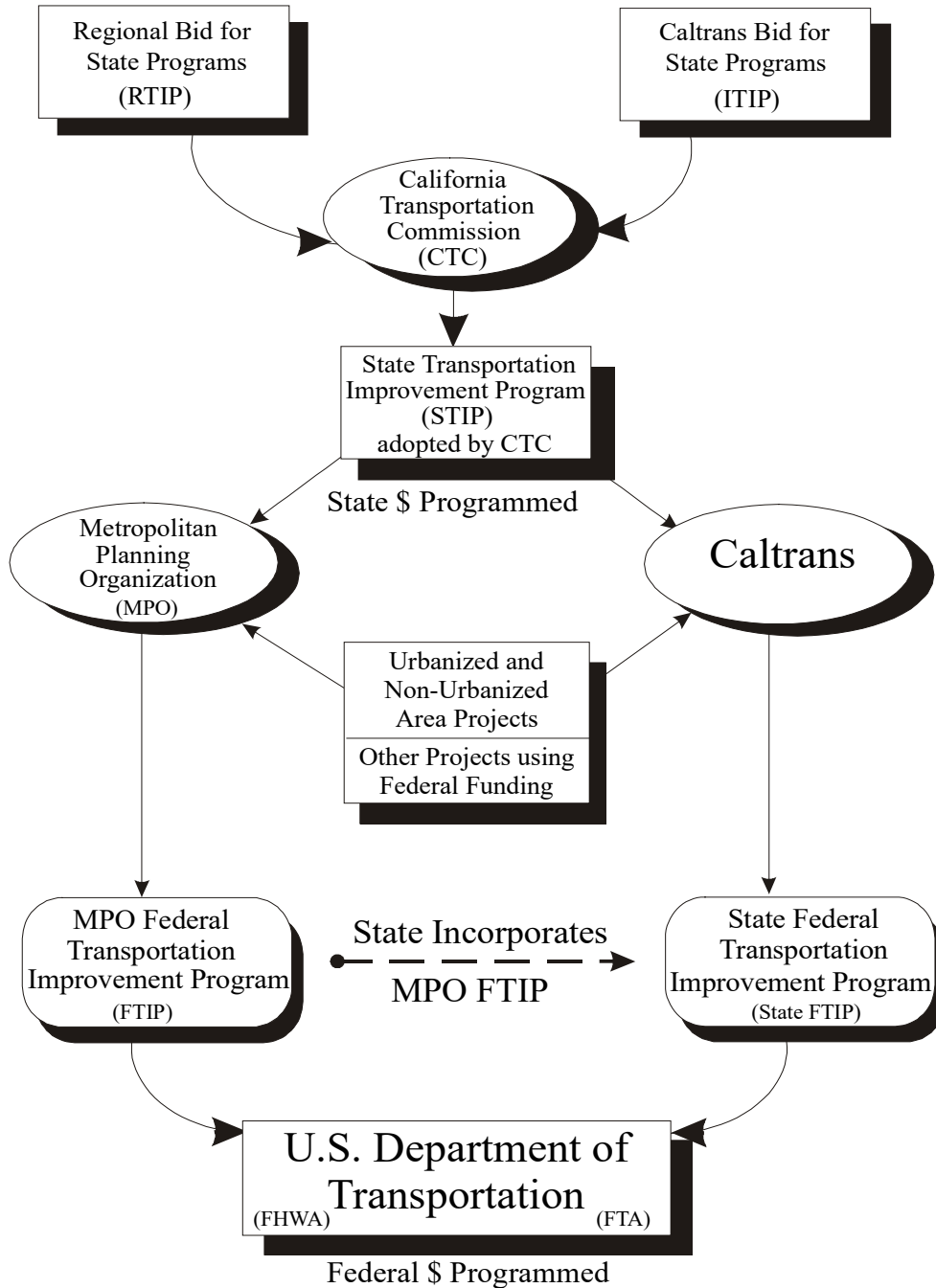
The PPP, public notices of public involvement activities and time established for public review and comments on the FTIP development process satisfies the FTA's Program of Projects (POP) requirements of the FTA Section 5307 Program. The MCTC PPP may be found at:

[MCTC Public Participation Plan](#)



EXHIBIT 4

FTIP DEVELOPMENT PROCESS



Air Quality

Air Quality Conformity Assessment

The Federal Clean Air Act Amendments of 1990 require all transportation improvement programs to conform to the applicable portions of the State Implementation Plan for air quality. Section 176(c) requires that air quality projects be given priority in the implementation of the transportation plan and program.

Madera County is a designated non-attainment area for ozone and particulate matter. As such, it must satisfy Federal requirements to consider transportation control measures to reduce emissions adequate to demonstrate conformity with the State Implementation Plan (SIP) for Air Quality. These control measures are set forth in plans such as Madera County's 1982 Clean Air Plan, which in cumulative effect with other areas in California make up the SIP.

In non-attainment and maintenance areas, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must be able to find that the FTIP conforms to the adopted

State Implementation Plan and that priority has been given to timely implementation of the transportation control measures found in the SIP. The projects in the FTIP should also not further exacerbate existing air quality problems.



MCTC provides a conformity determination documenting that Local air planning issues and programs are sufficient to demonstrate that transportation control measures have been identified through a legitimate planning process; that these

measures have received the necessary Federal, State and

Local commitment to ensure implementation; and that these commitments are being maintained through identification in the Madera County Regional Transportation Plan and the necessary programming of funds in the FTIP.

Transportation Performance Measures

2021 FTIP Transportation Performance Measures

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. The most recent federal transportation act, Fixing America's Surface Transportation Act of 2016 (FAST Act), carries forward the Performance Based Planning. Beginning in 2018, Federal rules required that State departments of transportation and MPOs implement Federal performance measures. In response, FHWA and FTA worked with State and Regional agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to Federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the State establishes each target. MPOs may elect to support the Statewide targets, establish numerical targets specific to their Region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan and FTIP.

FHWA Performance Measures

The Federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups

PM 1: Safety

PM 2: Transportation Asset Management

PM 3: System Reliability, Freight, Congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of our Regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206)

outlines the timelines and processes by which States, MPOs, and transit providers must coordinate in target setting.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement Federally mandated safety standards. The rule's effective date is July 19, 2019, and the compliance date is July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the MCTC's Metropolitan Transportation Plan (MTP). The first MTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.ⁱⁱ

The final rule specifically requires transit agencies employing Federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process, and coordinate, to the maximum extent practicable, with the MPO in selecting Regional safety targets.

Each of the Federal performance management focus areas include an associated set of metrics for which Statewide and Regional targets must be set. The specific performance measures for each include:

TRANSPORTATION SYSTEM SAFETY (PM 1)

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition
- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

NATIONAL HIGHWAY SYSTEM (NHS) PERFORMANCE (PM 3)

- Percent of interstate system mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

FREIGHT MOVEMENT (PM 3)

- Percent of interstate system mileage reporting reliable truck travel times

CMAQ PROGRAM (PM 3)

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Non-Single Occupancy Vehicle mode share

TRANSIT ASSET MANAGEMENT (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

TRANSIT SAFETY

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

MCTC has designed the 2021 FTIP to achieve progress toward achieving the transportation performance measures established pursuant to 23 CFR 450.306(D). It is anticipated that the State and Local projects included in the 2021 FTIP will assist in meeting these performance measures by providing investments in projects that will contribute to accomplishing the safety performance targets for the residents of Madera County across all modes of transportation. Additional supporting details can be found in Appendix P.

Financial Plan

Financial Constraint and the Financial Plan

The FTIP, must by law, be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Projects for which construction, operating and maintenance funding are reasonably available are to be included.

Two spreadsheets are included below which summarize all projected revenues and programmed revenue expenditures contained in the 2021 FTIP. The formats of these spreadsheets are per the Caltrans Division of Programming, Office of Federal Transportation Management Programs.

Federal and State revenue projections and apportionments are based on the best available data as provided by Caltrans. This includes the Regional Surface Transportation Program (RSTP) and CMAQ funds. State revenues are per the California Transportation Commission STIP Fund Estimate and CTC Staff Recommendation, and Caltrans estimates for SHOPP and related Grouped Projects programs. Local funds required for matching purposes are included in each project program as required.

Revenue and expenditure summaries are further defined by the assumptions below:

- California State Department of Transportation (Caltrans) provides revenue estimates for the following Programs:
 - a. State Transportation Improvement Program (STIP)
 - b. Regional Surface Transportation Program (RSTP)
 - c. Congestion Mitigation and Air Quality (CMAQ)
 - d. State Highway Operations and Protection Program (SHOPP)
 - e. Highway Safety Improvement Program (HSIP)
 - f. Highway Bridge Program (HBP)
 - g. Federal Lands Access Program (FLAP)
 - h. Highway Improvement Program (HIP)
- MCTC is eligible to exchange its share of RSTP funds for State only-funds. These funds are allocated to each jurisdiction within the County on a formula basis for street/road maintenance. Since these projects utilize State-only funding, there is no requirement for them to be listed in the FTIP.
- Transit agencies are required to produce a financial capacity and certification of assessment that assures their continued ability to operate pursuant to FTA Circular 7008.1. Since transit grants are on an annualized cycle, projects shown beyond current fiscal year are projections. As transit grant funding amounts become known, actual figures are amended into the FTIP.
- Local fund commitments are reflected in each entity's Local capital improvement program which is adopted annually by Local resolution.
- Measure T funds reflected in the FTIP are drawn from the Measure T Expenditure Plan which is a financially constrained document adopted by the Madera County Transportation Authority.
- All phases and all costs, including years outside the quadrennial period, are indicated so the estimated total project cost can be assumed to be what is shown as programmed.

Total Project Cost

Per 23 CFR 450.326 (g), MCTC has programmed all phases, and all costs, including (information only) years outside of the quadrennial period. This is done to show total project cost for every project. Unless otherwise noted in a “Comments” field, it can be assumed that the “Total Project Cost” field represents this total project cost amount.

Year of Expenditure (YOE)

Under 23 CFR 450.326 (j), project costs in the Financial Summary are shown in Year of Expenditure (YOE) dollars. This means that a project shown as \$100,000 in 2021 is expected to cost \$100,000 in that year, in inflated dollars. If a project’s cost increases at the time of obligation, the agencies that control funding decisions must take a further action to approve increased funding amounts.

The 2018 RTP and 2021 FTIP meet these requirements. A conservative Rate of Growth (ROG) was applied to the RTP fund estimates at five percent (5%) for Federal and State fund sources and five percent (5%) for Local fund sources. The calculation of Year-of-Expenditure (YOE) and total project costs, as well as Rate of inflation (ROI) and ROG are documented in the RTP Financial Element. A five percent (5%) escalation rate per year was applied to determine YOE costs for the financially constrained projects contained in the RTP and for projects contained in the 2021 FTIP.

Projected Operation and Maintenance Costs

FHWA-FTA has issued additional guidance to clarify fiscal constraint requirements to guide the development of the Regional Transportation Plan and the FTIP as it relates to system preservation, operation, and maintenance costs. As part of this guidance, a requirement enacted under prior SAFETEA-LU legislation emphasized that fiscal constraint encompasses not only operation and maintenance of capital projects in the FTIP but also the estimated costs of maintaining and operating the total transportation system.



MCTC’s current RTP provides such an estimate based upon the California Statewide Local Streets and Roads Needs Assessment and considers these operating and maintenance costs for Federal funding programs and for facilities of Regional significance. The RTP’s policies and strategies for

estimating and ensuring maintenance needs for transit, Local streets and roads, and California State highways are carried through to the 2021 FTIP.

Projection of Anticipated Revenues per Fiscal Year				
20/21	21/22	22/23	23/24	Total
\$43,598,000	\$8,070,000	\$8,055,000	\$23,913,000	\$83,636,000

All MCTC’s member agencies now utilize a Pavement Management Program software to determine its pavement condition index (PCI). The software allows jurisdictions to inventory their street network, determine the maintenance needs of that network, and devise maintenance programs based on available revenues and recommendations made by the software. This extensive inventory of Region wide needs on the Local streets and roads system feeds into the Regional Transportation Plan which directs some funding to streets and roads rehabilitation projects, which are programmed in the FTIP.

The PCI index for the Madera County Region ranges from a score of 44 to 65 depending on the area. The 2018 RTP indicates a shortfall of over \$760 million to help maintain and preserve the current transportation system. MCTC will continue to work with its member agencies to seek leveraging opportunities through the Measure T Local sales tax program in an effort to maximize and prioritize available funding for Local road maintenance and operations.

Also, MCTC's 2018 RTP evaluates the maintenance and operation needs to support the major components of the Madera County Region's transportation system including but not limited to transit operations and capital maintenance, and the operation and maintenance of the State and Local road systems. The guidance specifically States that the FTIP, as well as the Plan, needs to "take into account the estimated costs of maintaining and operating the total transportation system." The 2021 FTIP is the programming document, which implements the policies and projects contained in MCTC's RTP. Aside from system efficiency, MCTC's RTP emphasizes preservation, operations, and maintenance of the system through the following funding programs:

- **State Highways: State Highway Operation and Protection Program (SHOPP):** The SHOPP is a program of projects administered by Caltrans designed to preserve and protect the existing State highway system. The California Department of Transportation is required to prepare a 10-year plan for the rehabilitation and reconstruction of all State highways and bridges. The plan then becomes the basis for developing the SHOPP. SHOPP projects fall into six major categories: collision reduction (safety), bridge preservation, roadway preservation, roadside preservation, mobility, and facilities. Projects are approved for inclusion in the SHOPP on a Statewide competitive basis, initiated by the Caltrans' District Offices, with safety as the highest priority. Funding is reflected in "lump sums" in the 2021 FTIP. Specific project information is available upon request.
- **Local Streets and Roads:** Local Streets and Roads maintenance costs for the Madera County Region's roadway infrastructure (pavement, non-pavement, and Locally owned bridges) are determined using a process that now incorporates pavement management databases. Pavement maintenance includes preventative maintenance treatments of the existing street/road network that significantly extend pavement life or, if necessary, major rehabilitation or reconstruction. Non-Pavement maintenance is defined as items necessary for a functioning Local street and road network, excluding pavement. This includes such items as storm drains, traffic lights and safety, pedestrian walkways, storm damage, ADA compliance, and retaining walls. Local Bridge maintenance involves the upkeep of just Locally owned bridges.
- **Transit Operations and Rehabilitation:** Short range transit plans (SRTP) capture the transit operation and rehabilitation needs for each of the major operators and assesses their financial state. The SRTP is updated at least every five years and is funded by FTA 5303 funds. The most central objective of the SRTP is to demonstrate that the operator is planning a sustainable level of transit service over the planning period, usually six years, including rehabilitation and replacement of capital assets. This analysis relies on MCTC's projections of Federal, State, and Local sales tax revenues. Beyond this sustainability analysis, the operator will also justify the basis for expanding service and capital facilities, and the underlying financial capacity to do so without adversely impacting current maintenance and operations functions.

Project Priority

Projects from the first four (4) years of the 2021 FTIP have been selected using the approved project selection procedures as contained in the Expedited Project Selection Procedures included as Appendix M.

In accordance with Federal transportation legislation, MCTC establishes the following priorities:

1. All projects (as a group) shown in the first year of the quadrennial element (2020/21) shall have first priority.
2. All projects (as a group) shown in the second year of the quadrennial element (2021/22) shall have second priority.
3. All projects (as a group) shown in the third year of the quadrennial element (2022/23) shall have third priority.
4. All projects (as a group) shown in the fourth year of the quadrennial element (2023/24) shall have fourth priority.

As a non-attainment area, TCM projects for each year consistent with our approved SIP will be implemented in a timely fashion.

Financial Element from the 2018 RTP

The RTP Financial Element is included in MCTC's 2018 Regional Transportation Plan, as amended, that may be found on the MCTC website: [MCTC 2018 RTP](#)

Environmental Justice

Transportation systems play a vital role in advancing the safety, economy, and quality of life for residents of Madera County. Each day, transportation facilitates the movement of goods and people, providing mobility to Madera's residents, visitors, and businesses. Transportation systems are quite diverse, including roadways, public transportation, bicycle and pedestrian facilities, airports, and railroads and like any system, maintenance and improvements are crucial to its success. MCTC is committed to maintaining the existing infrastructure and to create and implement changes, which would add to the system's efficiency and safety.

Investment in the transportation system creates measurable benefits but may also result in unintended consequences if not planned correctly. Projects may generate disproportionate negative impacts to minority or low-income communities by either denying them their "fair-share" of transportation projects or subjecting them to an unequal share of the negative externalities. To prevent such an event from occurring, MCTC is committed to employing an environmental justice program that will help ensure early and continued public involvement, and an equal distribution of transportation projects, paying close attention to the needs of low income and minority populations.

Environmental Justice is a public policy goal of promoting the fair treatment and meaningful involvement of all people in the decision-making process for transportation. Satisfying this goal means ensuring that low-income and minority communities receive an equitable distribution of the benefits of transportation activities without suffering disproportionate adverse impacts. Achieving environmental justice requires both analytical techniques as well as the full and fair

participation by all potentially affected communities in the transportation decision-making process.

MCTC will continue to consult and coordinate with the various Native American Tribes within Madera County. It is crucial that MCTC and these organizations work together to identify transportation needs including the provision of transit services, necessary highway and road improvements, and improvements that address known safety issues.

Environmental Justice Element from the 2018 RTP

The RTP Environmental Justice Element is included in MCTC's 2018 Regional Transportation Plan, as amended, that may be found on the MCTC website: [MCTC 2018 RTP](#)

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA <https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

Appendices

Appendix A

2021 Federal TIP Revenue Sources (\$1,000s)

TABLE 1: REVENUE

**MADERA COUNTY TRANSPORTATION COMMISSION
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)**

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$82,312	\$2,629	\$2,215	\$2,414	\$89,570
	County General Funds		\$2,767	\$523	\$520	\$433	\$4,243
	City General Funds		\$7,912	\$2,106	\$1,695	\$1,981	\$13,694
	Street Taxes and Developer Fees		\$70,000				\$70,000
	RSTP Exchange funds		\$1,633				\$1,633
Transit							
Transit Fares							
Other (See Appendix 1)							
Local Total		\$82,312	\$2,629	\$2,215	\$2,414	\$89,570	
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax			\$2,041	\$2,350	\$4,391	
	Other (See Appendix 2)						
Regional Total			\$2,041	\$2,350	\$4,391		
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$35,870	\$172		\$15,700	\$51,742
	SHOPP		\$35,870	\$172		\$15,700	\$51,742
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$79	\$6,478	\$78	\$78	\$6,713
	STIP		\$79	\$6,478	\$78	\$78	\$6,713
	STIP Prior						
	State Bond			\$3,060			\$3,060
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)			\$3,060			\$3,060
	Active Transportation Program (ATP) ¹						
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$175	\$140		\$834	\$1,149
Road Repair and Accountability Act of 2017 (SB1)			\$4,659			\$4,659	
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix 3)		\$6,415	\$2,695	\$17,478	\$23,414	\$50,002	
State Total		\$42,539	\$17,204	\$17,556	\$40,026	\$117,325	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$1,935	\$1,879	\$1,547	\$1,587	\$6,948
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$855	\$608	\$795	\$529	\$2,787
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$299	\$320	\$210	\$206	\$1,035
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
Federal Transit Total		\$3,089	\$2,807	\$2,552	\$2,322	\$10,770	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	3,4,5	\$5,024	\$5,328	\$2,042	\$2,041	\$14,435
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program		\$11,484				\$11,484
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$1,103				\$1,103
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
Surface Transportation Block Grant Program (STBGP/RSTP)	8						
Other (see Appendix 5)		\$50				\$50	
Federal Highway Total		\$17,661	\$5,328	\$2,042	\$2,041	\$27,072	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total		\$20,750	\$8,135	\$4,594	\$4,363	\$37,842	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL		\$145,601	\$30,009	\$26,715	\$46,803	\$249,128	

Financial Summary Notes:

- ¹ State Programs that include both state and federal funds.
- ² CMAQ - Additional \$693,274 Loan Repayment from TCAG FY 21
- ³ CMAQ - Additional \$800,000 Loan Repayment from SACOG FY 21
- ⁴ CMAQ - Additional \$878,540 Loan Repayment from SACOG FY 22
- ⁵ CMAQ - Additional \$2,406,812 Loan Repayment from SANDAG FY 22
- ⁶ CMAQ - Additional \$1,500,000 Loan Repayment from SJCOG FY 21
- ⁷ Toll Credits in use
- ⁸ STBG/RSTP Funds are exchanged

TABLE 1: REVENUE - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 (\$'s in 1,000)

Appendix 1 - Local Other

Appendix 2 - Regional Other

Appendix 3 - State Other

Transit and Intercity Rail Capital Program (TIRCP)	\$6,415	\$2,695	\$17,478	\$23,414	

Appendix 4 - Federal Transit Other

Appendix 5 - Federal Highway Other

Tribal Transportation Program (TPP)	\$50				

Appendix 6 - Federal Railroad Administration Other

Appendix 7 - Innovative Other

Innovative Other Total					

Appendix B

2021 Federal TIP Expenditures by Revenue Sources (\$1,000s)

TABLE 2: PROGRAMMED

**MADERA COUNTY TRANSPORTATION COMMISSION
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)**

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total		\$82,312	\$2,629	\$2,215	\$2,414	\$89,570
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax			\$2,041	\$2,350		\$4,391
	Other (See Appendix A)						
	Regional Total			\$2,041	\$2,350		\$4,391
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$35,870	\$172		\$15,700	\$51,742
	SHOPP		\$35,870	\$172		\$15,700	\$51,742
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$79	\$6,478	\$78	\$78	\$6,713
	STIP		\$79	\$6,478	\$78	\$78	\$6,713
	STIP Prior						
	State Bond			\$3,060			\$3,060
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)			\$3,060			\$3,060
	Active Transportation Program (ATP) ¹						
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$175	\$140		\$834	\$1,149
	Road Repair and Accountability Act of 2017 (SB1)			\$4,659			\$4,659
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix B)		\$6,415	\$2,695	\$17,478	\$23,414	\$50,002	
	State Total		\$42,539	\$17,204	\$17,556	\$40,026	\$117,325
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$1,935	\$1,879	\$1,547	\$1,587	\$6,948
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$855	\$608	\$795	\$529	\$2,787
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$299	\$320	\$210	\$206	\$1,035
	FTA Transfer from Prior FTIP						
Other (See Appendix C)							
	Federal Transit Total		\$3,089	\$2,807	\$2,552	\$2,322	\$10,770
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$4,993	\$5,194	\$1,994	\$2,033	\$14,214
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program		\$11,484				\$11,484
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$1,103				\$1,103
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
SAFETEA-LU Safe Routes to School (SRTS)							
Surface Transportation Block Grant Program (STBGP/RSTP)							
Other (see Appendix D)		\$50				\$50	
	Federal Highway Total		\$17,630	\$5,194	\$1,994	\$2,033	\$26,851
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$20,719	\$8,001	\$4,546	\$4,355	\$37,621
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$145,570	\$29,875	\$26,667	\$46,795	\$248,907

Financial Summary Notes:

- ¹ State Programs that include both state and federal funds.
- ² CMAQ - Additional \$693,274 Loan Repayment from TCAG FY 21
- ³ CMAQ - Additional \$800,000 Loan Repayment from SACOG FY 21
- ⁴ CMAQ - Additional \$878,540 Loan Repayment from SACOG FY 22
- ⁵ CMAQ - Additional \$2,406,812 Loan Repayment from SANDAG FY 22
- ⁶ CMAQ - Additional \$1,500,000 Loan Repayment from SJCOG FY 21
- ⁷ Toll Credits in use

TABLE 2: PROGRAMMED - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 (\$'s in 1,000)

Appendix A - Regional Other

Appendix B - State Other

Transit and Intercity Rail Capital Program (TIRCP)					

Appendix C - Federal Transit Other

Appendix D - Federal Highway Other

Tribal Transportation Program (TPP)	\$50				

Appendix E - Federal Railroad Administration Other

Appendix F - Innovative Finance Other

Innovative Other Total					

Madera
2020 Metropolitan Transportation Improvement Program
By Fund Type

Madera County

	Total	Prior	20/21	21/22	22/23	23/24	Future	PE	RW	CON
Active Transportation Program (ATP) F	\$929	\$929								\$929
Bus and Bus Facilities Program - FTA 5	\$1,035	\$0	\$299	\$320	\$210	\$206				\$1,035
City Funds Fund Total	\$35,488	\$14,019	\$7,912	\$2,106	\$1,695	\$1,981	\$7,775	\$976	\$227	\$34,285
Congestion Mitigation Fund Total	\$16,938	\$590	\$4,993	\$5,194	\$1,994	\$2,033	\$2,134	\$1,845	\$211	\$14,882
County Funds Fund Total	\$8,530	\$3,324	\$2,767	\$523	\$520	\$433	\$963	\$508		\$8,022
Developer Fees Fund Total	\$180,000	\$25,000	\$70,000					\$7,000	\$64,000	\$109,000
FTA 5311 - Non Urbanized Fund Total	\$6,589	\$3,802	\$855	\$608	\$795	\$529				\$6,589
FTA5307 - Urbanized Area Formula Pro	\$18,242	\$11,294	\$1,935	\$1,879	\$1,547	\$1,587				\$18,242
Federal Lands Access Program (FLAP)	\$11,484	\$0	\$11,484					\$50		\$11,434
Highway Bridge Program Fund Total	\$26,349	\$10,013	\$175	\$140		\$834	\$15,187			\$26,349
Highway Infrastructure Program (HIP) F	\$1,103	\$0	\$1,103					\$460	\$43	\$600
Highway Safety Improvement Program F	\$28	\$28								\$28
Local Measure Fund Total	\$35,055	\$19,914		\$2,041	\$2,350		\$10,750	\$8,409	\$4,451	\$22,195
Road Repair and Accountability Act of 2	\$9,659	\$5,000		\$4,659					\$4,659	\$5,000
SHOPP Advance Construction (AC) Fu	\$147,889	\$96,147	\$35,870	\$172		\$15,700		\$1,500		\$146,389
STIP Advance Construction Fund Total	\$11,358	\$4,958		\$6,400				\$11,358		
STP Local Fund Total	\$3,227	\$1,594	\$1,633					\$140	\$1,577	\$1,510
State Cash Fund Total	\$2,541	\$2,149	\$79	\$78	\$78	\$78	\$79			\$2,541
State Route 99 Corridor Fund Total	\$3,060	\$0		\$3,060				\$3,060		
Transit and Intercity Rail Capital Progra	\$123,569	\$0	\$6,415	\$2,695	\$17,478	\$23,414	\$73,567	\$29,829	\$5,768	\$87,972
Tribal Transportation Program Fund To	\$50	\$0	\$50							\$50
Total Programmed for all Funds:	\$643,123	\$198,761	\$145,570	\$29,875	\$26,667	\$46,795	\$110,455	\$65,135	\$80,936	\$497,052

Appendix C

2021 Federal TIP Revenue vs. Expenditures by Revenue Sources

(\$1,000s)

TABLE 3: REVENUE-PROGRAMMED

**MADERA COUNTY TRANSPORTATION COMMISSION
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)**

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other						
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
		Federal Transit Total				
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$31	\$134	\$48	\$8	\$221
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)					
	Other					
		Federal Highway Total	\$31	\$134	\$48	\$8
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$31	\$134	\$48	\$8	\$221
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$31	\$134	\$48	\$8	\$221

Appendix D

Project Listings by Primary Federal Funding Source (Including Grouped Projects)

- Transit and Intercity Rail Capital Program (TIRCP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Federal Lands Program (FLAP)
- State Highway Operations and Protection Program (SHOPP) Collision Reduction
- State Highway Operations and Protection Program (SHOPP) Roadway Preservation
- State Highway Operations and Protection Program (SHOPP) Emergency Response
- State Highway Operations and Protection Program (SHOPP) Roadside Preservation
- State Minor Program
- State Highway Operations and Protection Program (SHOPP) Bridge Preservation
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)
- Active Transportation Program (ATP)
- Section 5307 – Federal Transit Administration Urbanized Area Formula
- Section 5311 – Federal Transit Administration Non-Urbanized Area Formula
- Section 5339 – Federal Transit Administration
- State Transportation Improvement Program (STIP) and Regional Choice
- Highway Improvement Program (HIP)

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD118003	The project site is located a mile north of Avenue 12 in Madera County, between the BNSF Railroad tracks to the east and the California High Speed Rail Project Corridor (under construction) to the west.	PE		6,415,000				23,414,000			3,073,000	Carry Over
TIRCP 2.11	\$ 53,075,000	RW			2,695,000							2021 FTIP 2018 RTP Table 5-6A ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP.
Various Agencies	DFTIP Amend 0.00 22100000408	Const				17,478,000						Prior
		Total		6,415,000	2,695,000	17,478,000		23,414,000			3,073,000	Current 53,075,000

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD102081 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 16 from SR 152 to Avenue 24 for a distance of .95 miles. \$ 197,000 DFTIP Amend 0.00 22100000410	PE RW Const Total			23,000			174,000				Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 23,000 174,000
MAD102082 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Avenue 9 from Road 38 to Childrens Boulevard SR 145 for a distance of 2.84 miles. \$ 567,000 DFTIP Amend 0.00 22100000413	PE RW Const Total			66,000		501,000				Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 65,000 502,000	
MAD102083 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Avenue 7 from Road 30 1/2 to SR 145 for a distance of 3.5 miles. \$ 724,000 DFTIP Amend 0.00 22100000414	PE RW Const Total			85,000		639,000				Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 83,000 641,000	
MAD102084 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Avenue 12 from Road 23 to Road 19 for a distance of 4 miles. \$ 762,000 DFTIP Amend 0.00 22100000415	PE RW Const Total			96,000		666,000				Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 30,000 732,000	
MAD102085 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Avenue 18 1/2 from Golden State Boulevard to 5 miles west for a distance of 5 miles. \$ 998,000 DFTIP Amend 0.00 22100000416	PE RW Const Total			116,000		882,000				Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 114,000 884,000	
MAD102086 CO/CMAQ 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Robertson Boulevard from SR 152 to Avenue 18 1/2 for a distance of 5.4 miles. \$ 1,126,000 DFTIP Amend 0.00 22100000417	PE RW Const Total			131,000		995,000				Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 129,000 997,000	

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD202069 CMAQ/CITY 3.02 Madera, City of	City of Madera; Tulare/Cleveland/Raymond Road - Construction Bike/Pedestrian Facilities \$ 336,000 DFTIP Amend 0.00 22100000284	PE RW Const Total	25,000 25,000	311,000 311,000						Carry Over 2021 FTIP 2018 RTP Table 5-8; MCTC Active Transportation Plan ***** Version 1 - 03/06/20 ***** Prior 25,000 Current 36,000 275,000		
MAD202072 CITY/CMAQ 1.04 Madera, City of	City of Madera; Shoulder Paving - Raymond Road \$ 314,000 DFTIP Amend 0.00 22100000314	PE RW Const Total	38,000 23,000 61,000	253,000 253,000					Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 8,000 53,000 Current 39,000 214,000			
MAD202074 CMAQ/CITY 3.02 Madera, City of	City of Madera; Construct Bike/Pedestrian Facilities - Cleveland Avenue to Fresno River on MID \$ 379,000 DFTIP Amend 0.00 22100000315	PE RW Const Total	40,000 40,000				339,000 339,000		Carry Over 2021 FTIP 2018 RTP Table 5-8; MCTC Active Transportation Plan ***** Version 1 - 03/06/20 ***** Prior 40,000 Current 39,000 300,000			
MAD202079 CMAQ/CITY 1.04 Madera, City of	City of Madera; Shoulder Paving, Curb and Gutter Around Sports Complex \$ 306,000 DFTIP Amend 0.00 22100000333	PE RW Const Total	31,000 31,000	275,000 275,000					Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 4,000 27,000 Current 31,000 244,000			
MAD202080 CMAQ/CITY 1.10 Madera, City of	City of Madera; Alley Paving Various Locations \$ 185,000 DFTIP Amend 0.00 22100000334	PE RW Const Total	15,000 15,000	170,000 185,000					Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior Current 35,000 150,000			
MAD202081 CMAQ/CITY 1.07 Madera, City of	City of Madera; Intersection Improvements at the Intersections of 4th Street, Lake Street, and Central Avenue \$ 566,000 DFTIP Amend 0.00 22100000335	PE RW Const Total	45,000 45,000	30,000 30,000	491,000 491,000				Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 5,000 40,000 Current 61,000 460,000			

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD202083 CMAQ/CITY 3.02 Madera, City of	City of Madera; Sidewalk Construction Along Schnoor Avenue Between Sunset Avenue and Fresno River \$ 150,000 DFTIP Amend 0.00 2210000337	PE RW Const Total		14,000 8,000 22,000			128,000 128,000				Carry Over 2021 FTIP 2018 RTP Table 5-8; MCTC Active Transportation Plan ***** Version 1 - 03/06/20 ***** Prior Current 18,000 132,000	
MAD202086 CMAQ/CITY 3.02 Madera, City of	City of Madera; Bicycle/Pedestrian Facilities - Fresno River Trail Between North-South Trail Behind Montecito Park and Granada Drive (Phase II) \$ 146,000 DFTIP Amend 0.00 2210000340	PE RW Const Total	15,000		21,000 110,000 131,000					Carry Over 2021 FTIP 2018 RTP Table 5-8; MCTC Active Transportation Plan ***** Version 1 - 03/06/20 ***** Prior 2,000 13,000 Current 16,000 115,000		
MAD202091 CMAQ/CITY 1.04 Madera, City of	City of Madera; Pecan Avenue from Pine to Golden State - Shoulder Paving \$ 665,000 DFTIP Amend 0.00 2210000381	PE RW Const Total	66,000	80,000	519,000 519,000					Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 8,000 58,000 Current 70,000 529,000		
MAD202095 CMAQ/CITY 5.07 Madera, City of	City of Madera; Traffic Signal Upgrades - Purchase and Install Adaptive Signal Control Technology \$ 135,000 DFTIP Amend 0.00 2210000385	PE RW Const Total		15,000 120,000 135,000						Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior Current 15,000 120,000		
MAD217036 CMAQ/CITY 3.02 Madera, City of	City of Madera; Pedestrian facilities around Washington School. \$ 368,000 DFTIP Amend 0.00 2210000411	PE RW Const Total			40,000 328,000 368,000					Carry Over 2021 FTIP 2018 RTP Table 5-8; MCTC Active Transportation Plan ***** Version 1 - 07/08/20 ***** Prior Current 43,000 325,000		
MAD217037 CMAQ/CITY 1.10 Madera, City of	City of Madera; Alley Paving (currently unpaved) 10-15 locations throughout the City of Madera. \$ 690,000 DFTIP Amend 0.00 2210000412	PE RW Const Total			80,000 610,000 690,000					Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 80,000 610,000		

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD217038 CMAQ/CITY 4.01 Madera, City of	City of Madera; Granada Avenue Pedestrian Bridge over the Fresno River. \$ 2,500,000 DFTIP Amend 0.00 22100000418	PE RW Const Total			350,000 80,000 430,000				2,070,000 2,070,000			Carry Over 2021 FTIP 2018 RTP Table 5-8; MCTC Active Transportation Plan ***** Version 1 - 07/08/20 ***** Prior Current 287,000 2,213,000
MAD217039 CMAQ/CITY 2.10 Madera, City of	City of Madera; Purchase Electric Zero Emission Transit Bus and Electric Charging Facilities - Vehicle Replacement. \$ 586,000 DFTIP Amend 0.00 22100000420	PE RW Const Total			60,000 60,000			526,000 526,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 67,000 519,000	
MAD217040 CMAQ/CITY 5.02 Madera, City of	City of Madera; New Traffic Signal on D Street and South Street. \$ 450,000 DFTIP Amend 0.00 22100000421	PE RW Const Total			67,000 383,000 450,000						Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 52,000 398,000	
MAD217041 CMAQ/CITY 5.02 Madera, City of	City of Madera; New Traffic Signal on Cleveland Avenue and Granada Drive. \$ 450,000 DFTIP Amend 0.00 22100000422	PE RW Const Total			67,000 383,000 67,000 383,000						Carry Over 2021 FTIP 2018 RTP Table 5-9 ***** Version 1 - 07/08/20 ***** Project data transferred from 2018 FTIP. Prior Current 52,000 398,000	

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Lands Program

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments						
				Four Year Element						Funding Summary (Current & Prior Years)						
				20/21	21/22	22/23	23/24	24/25	25/26	Local	State	Federal				
MAD440001 FLAP/CO 0.00 Various Agencies	The Federal Lands Access Program provides funds for projects on Federal Lands Access transportation facilities that are located on or adjacent to, or provide access to Federal lands. \$ 13,600,000 DFTIP Amend 0.00 22100000367	PE RW Const Total		450,000							Carry Over					
				13,150,000									2021 FTIP ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. ***** Version 1 - 02/27/18 *****			
				13,600,000										Prior		
														Current	2,116,000	

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Lump Sum Programs

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD406003 SHOPPAC 1.10 Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program - Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - \$ 67,157,000 DFTIP Amend 0.00 22100000358	PE RW Const Total	24,256,000 24,256,000	27,201,000 27,201,000			15,700,000 15,700,000				Carry Over 2021 FTIP 2020 SHOPP ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 24,256,000 Current 42,901,000	
MAD406004 SHOPPAC 0.00 Caltrans	Grouped Projects for Roadside Preservation - SHOPP Roadside Preservation Program \$ 1,860,000 DFTIP Amend 0.00 22100000369	PE RW Const Total	1,860,000 1,860,000							Carry Over 2021 FTIP For Information Only ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 1,860,000 Current		
MAD406006 SHOPPAC 1.19 Caltrans	Grouped Projects for Bridge Preservation - SHOPP Bridge Preservation Program \$ 11,503,000 DFTIP Amend 0.00 22100000396	PE RW Const Total	8,031,000 8,031,000	3,300,000 3,300,000	172,000 172,000					Carry Over 2021 FTIP 2020 SHOPP ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 8,031,000 Current 3,472,000		
MAD410001 HBRR-L/CO/CITY 1.19 Various Agencies	HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories) \$ 28,322,000 DFTIP Amend 0.00 22100000036	PE RW Const Total	10,912,000 10,912,000	178,000 178,000	140,000 140,000		942,000 942,000	16,150,000 16,150,000		Carry Over 2021 FTIP - Updated List - 11/6/2020 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Per Caltrans updated list 11/01/19 Prior 899,000 10,013,000 Current 1,074,000 16,336,000		
MAD419004 HSIP/CITY 1.06 Various Agencies	Grouped Projects for Safety Improvements - HSIP Program - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid \$ 28,000 DFTIP Amend 0.00 22100000239	PE RW Const Total	28,000 28,000							Carry Over 2021 FTIP For Information Only ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 28,000 Current		
MAD420001 ATP/CITY 3.02 Various Agencies	Grouped Projects for bicycle and pedestrian facilities funded with Active Transportation Program (ATP) funding. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - bicycle \$ 1,487,000 DFTIP Amend 0.00 22100000360	PE RW Const Total	55,000 25,000 1,407,000 1,487,000							Carry Over 2021 FTIP 2018 RTP Table 5-8; MCTC Active Transportation Plan For Information Only Prior 558,000 929,000 Current		

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Minor Program (Lump Sum)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)				
				Four Year Element						Local	State	Federal		
				20/21	21/22	22/23	23/24	24/25	25/26					
MAD406007	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing, and/or Rehabilitation - Minor Program	PE RW Const		5,369,000							Carry Over			
SHOPPAC 0.00 Caltrans	\$ 5,369,000 DFTIP Amend 0.00 22100000393	Total		5,369,000							2021 FTIP Per Caltrans June 2020 List ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP.			
											Prior			
											Current			5,369,000

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5307 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD213091 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; DAR Operating Assistance \$ 13,696,000 DFTIP Amend 0.00 2210000302	PE RW Const Total	8,690,000 8,690,000	1,202,000 1,202,000	1,238,000 1,238,000	1,266,000 1,266,000	1,300,000 1,300,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 4,345,000 4,345,000 Current 2,511,000 2,495,000		
MAD213092 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX Operating Assistance \$ 14,811,000 DFTIP Amend 0.00 2210000303	PE RW Const Total	9,718,000 9,718,000	1,237,000 1,237,000	1,274,000 1,274,000	1,272,000 1,272,000	1,310,000 1,310,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 4,859,000 4,859,000 Current 2,511,000 2,582,000		
MAD213093 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; Intermodal Facility Operating Assistance \$ 1,440,000 DFTIP Amend 0.00 2210000304	PE RW Const Total	834,000 834,000	144,000 144,000	150,000 150,000	154,000 154,000	158,000 158,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 417,000 417,000 Current 303,000 303,000		
MAD213094 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX & DAR Preventative Maintenance \$ 2,063,000 DFTIP Amend 0.00 2210000321	PE RW Const Total	1,320,000 1,320,000	180,000 180,000	185,000 185,000	188,000 188,000	190,000 190,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 264,000 1,056,000 Current 149,000 594,000		
MAD213101 5307/CITY 2.10 Madera, City of	City of Madera; Section 5307; Purchase New Transit Vehicle \$ 513,000 DFTIP Amend 0.00 2210000350	PE RW Const Total	342,000 342,000	171,000 171,000						Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 68,000 274,000 Current 34,000 137,000		
MAD213102 5307/CITY 2.10 Madera, City of	City of Madera; Section 5307; Purchase New Transit Vehicle \$ 220,000 DFTIP Amend 0.00 2210000351	PE RW Const Total		220,000 220,000						Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior Current 44,000 176,000		

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5311; 5316 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD313036 5311/CITY 2.01 Chowchilla, City of	City of Chowchilla; Section 5311; CATX Operating Assistance \$ 4,008,000 DFTIP Amend 0.00 22100000295	PE RW Const Total	3,124,000 3,124,000	215,000	219,000	223,000	227,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 2,516,000 608,000 Current 584,000 300,000		
MAD113041 5311/CO 2.01 Madera County	County of Madera; Section 5311; County Operating Assistance \$ 7,718,000 DFTIP Amend 0.00 22100000298	PE RW Const Total	5,231,000 5,231,000	576,000	606,000	637,000	668,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 2,378,000 2,853,000 Current 1,108,000 1,379,000		
MAD113049 5311/CO 2.03 Madera County	Section 5311; County of Madera; Preventative Maintenance \$ 700,000 DFTIP Amend 0.00 22100000397	PE RW Const Total	370,000 370,000	79,000	80,000	83,000	88,000			Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 42,000 328,000 Current 28,000 302,000		
MAD113050 5311/CO 2.07 Madera County	Section 5311; County of Madera; Bus Stop Improvements \$ 155,000 DFTIP Amend 0.00 22100000398	PE RW Const Total	15,000 15,000		140,000					Carry Over 2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 2,000 13,000 Current 16,000 124,000		
MAD113110 5311/CITY 2.10 Madera County	Madera County; Section 5311; 3 New Paratransit Vehicles \$ 444,000 DFTIP Amend 0.00 22100000424	PE RW Const Total		444,000 444,000						2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 10/23/2020 ***** Prior Current 51,000 393,000		
MAD113111 5311/CITY 2.10 Madera County	Madera County; Section 5311; Purchase 2 New Paratransit Vehicles \$ 326,000 DFTIP Amend 0.00 22100000425	PE RW Const Total				326,000 326,000				2021 FTIP 2018 RTP Table 5-6 ***** Version 1 - 10/23/2020 ***** Prior Current 37,000 289,000		

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP - Regional Choice Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD417005 MEA 0.00 Caltrans	Caltrans; SR99/ 233 Interchange Operational Improvements (Listed in FTIP for NEPA Approval Only. Future Funding for RW and CON Phases beyond 4 year element has yet to be identified) \$ 16,209,000 DFTIP Amend 0.00 22100000355	PE RW Const Total	1,909,000 1,909,000		1,200,000	2,350,000				10,750,000 10,750,000	Carry Over 2021 FTIP 2018 RTP Table 5-2 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 1,909,000 Current 14,300,000	
99 1.7/R7.5 MAD417003 06-0H220 SB1/MEA/STIP-AC 0.00 Caltrans	Near the city of Madera, from 0.7 mile north of Avenue 7 to Avenue 12. Widen from 4 to 6 lanes. \$ 18,373,000 DFTIP Amend 0.00 12100000243	PE RW Const Total	3,413,000 3,413,000		9,460,000 5,500,000 14,960,000						Carry Over 2021 FTIP 2018 RTP Table 5-2 CON is estimated at \$169,627,000 Caltrans estimated total project cost is \$188,000,000. Prior 3,413,000 Current 841,000 7,719,000 6,400,000	
99 R7.5/15.1 MAD417004 06-47090 MEA/STIP-AC/SHC 0.00 Caltrans	In the city of Madera, from Avenue 12 to North of Avenue 17. Widen from 4 to 6 lanes. \$ 68,395,000 DFTIP Amend 0.00 12100000246	PE RW Const Total	7,445,000 450,000 60,500,000 68,395,000								Carry Over Included for informational purposes ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Caltrans estimated total project cost is \$81,395,000 Prior 4,850,000 63,545,000 Current	
MAD102072 MEA/SB1 0.00 Madera County	County of Madera; Oakhurst Mid-Town Connector \$ 18,155,000 DFTIP Amend 0.00 22100000356	PE RW Const Total	900,000 810,000 16,445,000 18,155,000								Carry Over Included for informational purposes ***** DFTIP Version 1 - 09/22/2020***** Adding additional Local Measure funds ***** Version 5 - 03/24/2020 ***** Prior 13,155,000 5,000,000 Current	
MAD417008 DEV 0.00 Madera County	In the County of Madera, from Ave 10.5 to Ave 12, widen to 4 lane expressway. From Ave 12 to Ave 14, widen to 4 lane expressway. From Ave 14 to 0.4 miles north of Ave 15, widen to 4 lane conventional highway. \$ 95,000,000 DFTIP Amend 0.00 22100000406	PE RW Const Total	3,000,000 22,000,000 25,000,000			70,000,000 70,000,000					Carry Over 2021 FTIP 2018 RTP Table 5-2 ***** DFTIP Version 1 - 09/22/2020***** ***** Version 1 - 11/19/2018 ***** Prior 25,000,000 Current 70,000,000	
MAD417009 DEV 0.00 Madera County	In the County of Madera, From Ave 12 to Ave 14 reconstruct existing 4 lane expressway in ultimate configuration. From Ave 14 to 0.4 miles north of Ave 15, upgrade to a 4 lane expressway. From 0.4 miles north \$ - DFTIP Amend 0.00 22100000407	PE RW Const Total									Carry Over 2021 FTIP Future Funding Included for Environmental Clearance 2018 RTP Table 5-2 Prior Current	

Madera County 2021 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP - Regional Choice Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				20/21	21/22	22/23	23/24	24/25	25/26			
MAD517005 ST-CASH 0.00 Madera County Transportation	Planning, Programming and Monitoring. \$ 2,541,000 DFTIP Amend 0.00 1210000065	PE RW Const Total	2,149,000 2,149,000	79,000 79,000	78,000 78,000	78,000 78,000	78,000 78,000	79,000 79,000		Carry Over 2021 FTIP 2020 STIP ***** Version 1 - 03/23/20 ***** Project data transferred from 2018 STIP. Prior 2,149,000 Current 392,000		
MAD217034 CITY/STPL 0.00 Madera, City of	City of Madera; Olive Avenue - Gateway to Roosevelt- Widen from 2 to 4 lanes \$ 9,889,000 DFTIP Amend 0.00 22100000308	PE RW Const Total	592,000 1,469,000 243,000 2,304,000	135,000 209,000 7,241,000 7,585,000						Carry Over 2021 FTIP 2018 RTP Table 5-2 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 719,000 1,585,000 Current 5,952,000 1,633,000		
MAD217035 CITY/STPL 0.00 Madera, City of	City of Madera; Lake Street - 4th Street to Cleveland Ave - Widen from 2 to 4 lanes \$ 182,000 DFTIP Amend 0.00 22100000320	PE RW Const Total	42,000 42,000			70,000 70,000		70,000 70,000		Carry Over 2021 FTIP 2018 RTP Table 5-2 ***** Version 1 - 03/06/20 ***** Project data transferred from 2018 FTIP. Prior 33,000 9,000 Current 140,000		

Appendix E

Back Up Project Listings

Madera County
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2020

		TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	PE	RW	CON
Madera County											
SHOPP - Bridge Preservation											
Bridge - State (HBRR)		\$5,872	\$2,400	\$3,300	\$172				\$5,600	\$272	
MAD 406006	TOTAL	\$5,872	\$2,400	\$3,300	\$172				\$5,600	\$272	
SHOPP - Roadway Preservation											
National Hwy System		\$45,364	\$2,463	\$27,201			\$15,700		\$6,928	\$6,136	\$32,300
MAD 406003	TOTAL	\$45,364	\$2,463	\$27,201			\$15,700		\$6,928	\$6,136	\$32,300
	County TOTAL	\$51,236	\$4,863	\$30,501	\$172		\$15,700		\$12,528	\$6,408	\$32,300
	MPO TOTAL	\$51,236	\$4,863	\$30,501	\$172		\$15,700		\$12,528	\$6,408	\$32,300

Madera County
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2020

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
Madera County									
	12100000261	MAD	06	0V120	99	Near the city of Madera, at Cottonwood Creek Bridge No. 41-065R, No. 41-0065L and No. 41-0065S. Replace bridges to mitigate corrosion by chloride latent concrete.	5,600	272	0
						County Total	5,600	272	0
						MPO			
						SHOPP - Bridge Preservation Total:	5,600	272	0

Madera County
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2020

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
Madera County									
	12100000254	MAD	06	0R210	41	Near Fresno, from north of Avenue 15 to south of Route 145. Roadway rehabilitation.	4,853	5,496	16,900
	12100000271	MAD	06	0Y180	145	In and near the city of Madera, from south of Avenue 13 to 1.0 mile north of Tozer Street. Rehabilitate pavement, install Transportation Management System (TMS) elements, construct rumble strips, replace signs, rehabilitate drainage systems.	2,075	640	15,400
						County Total	6,928	6,136	32,300
						MPO			
						SHOPP - Roadway Preservation Total:	6,928	6,136	32,300

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

11/6/2020, 8:41 AM

- Notes:
- 1) This list provides a very detailed history of how a project's programming has changed over time.
 - 2) Summary, project level, grouped backup lists are available on the local assistance web site:
http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
 - 3) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 4) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
 - 5) Corrections to this report should be addressed to the District Local Assistance Engineer:
<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Chowchilla

BRIDGE NO. 41C0033, ROAD 16 OVER BERENDA SLOUGH, 0.6 MI N OF AVE 23. Scour countermeasure project. 10/6/2016:

Fed Proj: BRLS-5258(038)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE			335,500						335,500
R/W									
CON								1,878,000	1,878,000
Total			335,500					1,878,000	2,213,500
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			297,018					1,662,593	1,959,612
Local Match			38,482					215,407	253,888
LSSRP Bond									
Local AC									
Total			335,500					1,878,000	2,213,500
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			297,018						297,018
Local Match			38,482						38,482
LSSRP Bond									
Local AC									
Total			335,500						335,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4473	HBP	PE	-297,018		297,018						
	Local Match		-38,482		38,482						
Fed. Reimb. Rate: 88.53% 10/23/2016 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 17/18 to 19/20. New project must be amended into the FTIP. NEPA not yet clear.										Total:	
4473	HBP	PE	297,018								297,018
	Local Match		38,482								38,482
Fed. Reimb. Rate: 88.53% 10/17/2016 DLA-Admin: Federal Reimbursement reverted to original rate. 10/6/2016 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/6/2016 Eileen Crawford: New Project per Ex 6A dated 9/27/16.										Total:	335,500

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,662,593	1,662,593
Local Match								215,407	215,407
LSSRP Bond									
Local AC									
Total								1,878,000	1,878,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4473	HBP	CON								1,662,593	1,662,593
	Local Match									215,407	215,407
Fed. Reimb. Rate: 88.53%										Total:	1,878,000
10/17/2016 DLA-Admin: Federal Reimbursement reverted to original rate.											
10/6/2016 Eileen Crawford: Reimbursement changed to 100% (Toll Credits).											
10/6/2016 Eileen Crawford: New project per Ex 6A dated 9/27/16.											

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Chowchilla

BRIDGE NO. PM00156, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chowchilla. See Caltrans Local Assistance HBP website for backup list of projects.

Fed Proj: BP MPL-5258(039)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE			45,000						45,000
R/W									
CON								135,000	135,000
Total			45,000					135,000	180,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			39,839					119,516	159,354
Local Match			5,162					15,485	20,646
LSSRP Bond									
Local AC									
Total			45,000					135,000	180,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			39,839						39,839
Local Match			5,162						5,162
LSSRP Bond									
Local AC									
Total			45,000						45,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4494	HBP	PE	-39,839		39,839						
	Local Match		-5,162		5,162						
Fed. Reimb. Rate: 88.53% 10/23/2016 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 17/18 to 19/20. New project must be amended into the FTIP. NEPA not yet clear.											
										Total:	
4494	HBP	PE		39,839							39,839
	Local Match			5,162							5,162
Fed. Reimb. Rate: 88.53% 10/11/2016 DLA-Admin: New eligible project											
										Total:	45,000

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								119,516	119,516
Local Match								15,485	15,485
LSSRP Bond									
Local AC									
Total								135,000	135,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4494	HBP	CON								119,516	119,516
	Local Match									15,485	15,485
Fed. Reimb. Rate: 88.53% 10/11/2016 DLA-Admin: New eligible project										Total:	135,000

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera BRIDGE NO. PM00133, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Madera. See Caltrans Local Assistance HBP web site for backup list of bridges.

Fed Proj: BPMP-5157(104)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	54,000			28,000					82,000
R/W									
CON								145,080	145,080
Total	54,000			28,000				145,080	227,080
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	47,806			24,788				128,439	201,034
Local Match	6,194			3,212				16,641	26,046
LSSRP Bond									
Local AC									
Total	54,000			28,000				145,080	227,080
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	47,806			24,788					72,595
Local Match	6,194			3,212					9,405
LSSRP Bond									
Local AC									
Total	54,000			28,000					82,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4310	HBP	PE			-24,788	24,788					
	Local Match				-3,212	3,212					
Fed. Reimb. Rate: 88.53% 10/8/2020 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 19/20 to 20/21. Funding pushed due to project prioritization.										Total:	
4310	HBP	PE			24,788						24,788
	Local Match				3,212						3,212
Fed. Reimb. Rate: 88.53% 10/20/2020 DLA-Admin: Fund line has not failed to deliver. 10/20/2020 DLA-Admin: Fund line failed to deliver. 11/14/2019 Kirk Anderson: Add PE funds as requested by the agency on the revised project dated 06/19/19.										Total:	28,000
4310	HBP	PE		22,133							22,133
	Local Match			2,868							2,868
Fed. Reimb. Rate: 88.53% 9/28/2016 Linda Newton: Adjust funding to match revised BPMP Listing.										Total:	25,000

New!

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4310 HBP PE	25,674								25,674
Local Match	3,326								3,326
Fed. Reimb. Rate: 88.53%	10/13/2015 Linda Newton: New eligible project.								Total: 29,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								128,439	128,439
Local Match								16,641	16,641
LSSRP Bond									
Local AC									
Total								145,080	145,080

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4310	HBP	CON								12,022	12,022
	Local Match									1,558	1,558
Fed. Reimb. Rate: 88.53%	10/12/2020 Bobby Zezoff: Updated CON total per the revised BPMP plan list.								Total: 13,580		
4310	HBP	CON								-4,940	-4,940
	Local Match									-640	-640
Fed. Reimb. Rate: 88.53%	11/14/2019 Kirk Anderson: CON fund adjustment due to bridge 41C0155 removal to a standalone replacement project.								Total: -5,580		
4310	HBP	CON				-121,357				121,357	
	Local Match					-15,723				15,723	
Fed. Reimb. Rate: 88.53%	10/17/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to Beyond. NEPA not yet clear.								Total:		
4310	HBP	CON			-121,357	121,357					
	Local Match				-15,723	15,723					
Fed. Reimb. Rate: 88.53%	3/29/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4310	HBP	CON	-65,955		121,357						55,402
	Local Match		-8,545		15,723						7,178
Fed. Reimb. Rate: 88.53%	9/28/2016 Linda Newton: Adjust funding to match revised BPMP Listing.								Total: 62,580		
4310	HBP	CON	65,955								65,955
	Local Match		8,545								8,545
Fed. Reimb. Rate: 88.53%	10/13/2015 Linda Newton: New eligible project.								Total: 74,500		

New!

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera County

BRIDGE NO. 41C0032, AVE 25, OVER ASH SLOUGH, 0.5 MI W RD 13. Replace 2 Lane Bridge with 2 Lane Bridge. No added lane capacity

Fed Proj: BRLS-5941(100)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	683,000								683,000
R/W			40,000						40,000
CON								3,512,000	3,512,000
Total	683,000		40,000					3,512,000	4,235,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	604,660		35,412					3,109,174	3,749,246
Local Match	78,340		4,588					402,826	485,755
LSSRP Bond									
Local AC									
Total	683,000		40,000					3,512,000	4,235,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	604,660								604,660
Local Match	78,340								78,340
LSSRP Bond									
Local AC									
Total	683,000								683,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3930	HBP	PE	538,262								538,262
	Local Match		69,738								69,738
Fed. Reimb. Rate: 88.53% 6/9/2017 Kirk Anderson: Change scope and add funding for replacement project										Total:	608,000
3930	HBP	PE									
	Local Match										
Fed. Reimb. Rate: 88.53% 12/9/2015 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 16/17 to 15/16. As requested by agency. See Exhibit 6-D in Edocs. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.										Total:	
3930	HBP	PE	61,971								61,971
	Local Match		8,029								8,029
Fed. Reimb. Rate: 88.53% 9/16/2015 Kirk Anderson: Additional PE funds requested on the 2015 HBP Survey.										Total:	70,000

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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3930 HBP PE Local Match									
Fed. Reimb. Rate: 88.53%	11/2/2013 Tom Glaski: Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if snactions are lifted 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____

3930 HBP PE Local Match									
Fed. Reimb. Rate: 88.53%	3/18/2013 Kirk Anderson: Agency is under Federal Sanction. No timeline was given for the lifting of the sanction, Funds may not be encumbered in 12/13. Project is ready to move forward this year if sanction is lifted in time. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total: _____

3930 HBP PE Local Match			4,427						4,427
			574						574
Fed. Reimb. Rate: 88.53%	3/10/2012 Tom Glaski: Create New project - Scour Countermeasure								Total: _____ 5,000

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			35,412						35,412
Local Match			4,588						4,588
LSSRP Bond									
Local AC									
Total			40,000						40,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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3930	HBP	R/W			35,412		-35,412				
	Local Match				4,588		-4,588				
Fed. Reimb. Rate: 88.53%	9/17/2019 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 21/22 to 19/20. As requested by agency with RW RFA..									Total: _____	

3930	HBP	R/W			-35,412		35,412				
	Local Match				-4,588		4,588				
Fed. Reimb. Rate: 88.53%	10/18/2018 DLA-Admin: NEARLY Ready to Advertise. RW funds moved from FFY 19/20 to 21/22. NEPA not yet clear.									Total: _____	

3930	HBP	R/W			35,412						35,412
	Local Match				4,588						4,588
Fed. Reimb. Rate: 88.53%	6/9/2017 Kirk Anderson: Change scope and add funding for replacement project									Total: _____ 40,000	

2018/19-2023/24 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								3,109,174	3,109,174
Local Match								402,826	402,826
LSSRP Bond									
Local AC									
Total								3,512,000	3,512,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
3930	HBP	CON							-3,109,174	3,109,174		New!
	Local Match								-402,826	402,826		
Fed. Reimb. Rate: 88.53%			11/5/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:		
3930	HBP	CON						-3,109,174	3,109,174			New!
	Local Match								-402,826	402,826		
Fed. Reimb. Rate: 88.53%			11/4/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:		
3930	HBP	CON					-3,109,174	3,109,174				New!
	Local Match								-402,826	402,826		
Fed. Reimb. Rate: 88.53%			11/4/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:		
3930	HBP	CON					3,109,174			-3,109,174		New!
	Local Match								402,826	-402,826		
Fed. Reimb. Rate: 88.53%			10/20/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2020 Survey.							Total:		
3930	HBP	CON							-3,109,174	3,109,174		New!
	Local Match								-402,826	402,826		
Fed. Reimb. Rate: 88.53%			3/31/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:		
3930	HBP	CON						-3,109,174	3,109,174			New!
	Local Match								-402,826	402,826		
Fed. Reimb. Rate: 88.53%			10/31/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:		
3930	HBP	CON					-3,109,174	3,109,174				New!
	Local Match								-402,826	402,826		
Fed. Reimb. Rate: 88.53%			10/31/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:		

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3930 HBP CON				-3,109,174	3,109,174				
Local Match				-402,826	402,826				
Fed. Reimb. Rate: 88.53%	10/31/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930 HBP CON				3,109,174				-3,109,174	
Local Match				402,826				-402,826	
Fed. Reimb. Rate: 88.53%	9/24/2019 Kirk Anderson: NEARLY Ready to Advertise. CON funds moved from FFY Beyond to 20/21. As requested in September 2019 Survey.							Total:	
3930 HBP CON					-3,109,174			3,109,174	
Local Match					-402,826			402,826	
Fed. Reimb. Rate: 88.53%	10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930 HBP CON				-3,109,174	3,109,174				
Local Match				-402,826	402,826				
Fed. Reimb. Rate: 88.53%	10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930 HBP CON			-3,109,174	3,109,174					
Local Match			-402,826	402,826					
Fed. Reimb. Rate: 88.53%	10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930 HBP CON			3,109,174					-3,109,174	
Local Match			402,826					-402,826	
Fed. Reimb. Rate: 88.53%	9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
3930 HBP CON								3,109,174	3,109,174
Local Match								402,826	402,826
Fed. Reimb. Rate: 88.53%	6/9/2017 Kirk Anderson: Change scope and add funding for replacement project. See Edocs.							Total:	3,512,000
3930 HBP CON								-99,596	-99,596
Local Match								-12,904	-12,904
Fed. Reimb. Rate: 88.53%	6/9/2017 Kirk Anderson: Change to replacement project							Total:	-112,500
3930 HBP CON			-99,596					99,596	
Local Match			-12,904					12,904	
Fed. Reimb. Rate: 88.53%	10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON		99,596					-99,596	Total: _____
			12,904					-12,904	Total: _____
9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 14/15. As requested in September 2013 Survey. 11/2/2013 Tom Glaski:Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if sactions are lifted									
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON		-99,596					99,596	Total: _____
			-12,904					12,904	Total: _____
10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).									
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.									
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
3/22/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.									
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
3/21/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 12/13 to 13/14. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.									
3930 HBP Local Match Fed. Reimb. Rate: 88.53%	CON		99,596						Total: _____
			12,904						Total: _____
3/10/2012 Tom Glaski: Create New project - Scour Countermeasure									
									Total: 112,500

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera County

BRIDGE NO. 41C0099, CR 5.5 OVER CHOWCHILLA RIVER, 0.23 MI N OF AVE 24. Replace 2 lane bridge with 2 lane bridge. No added lane capacity. 10/28/2015: Toll credits used for PE and CON. 8/25/2017: Toll credits used for R/W.

Fed Proj: BRLO-5941(104)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	392,000								392,000
R/W			50,000						50,000
CON								1,525,000	1,525,000
Total	392,000		50,000					1,525,000	1,967,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	392,000		50,000					1,525,000	1,967,000
Local Match									
LSSRP Bond									
Local AC									
Total	392,000		50,000					1,525,000	1,967,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	392,000								392,000
Local Match									
LSSRP Bond									
Local AC									
Total	392,000								392,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4258	HBP	PE	110,750								110,750
		Local Match									
Fed. Reimb. Rate: 100.00%											
8/25/2017 Kirk Anderson: Reimbursement changed to 100% (Toll Credits).										Total:	110,750
7/26/2017 Kirk Anderson: Add PE funds per Exhibit6-D in Edocs.											
4258	HBP	PE									
		Local Match									
Fed. Reimb. Rate: 100.00%											
8/25/2017 Kirk Anderson: Reimbursement changed to 100% (Toll Credits).										Total:	
4/13/2016 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 16/17 to 15/16. As requested by agency.											
8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.											
4258	HBP	PE	281,250								281,250
		Local Match									
Fed. Reimb. Rate: 100.00%											
9/29/2015 Kirk Anderson: Change to replacement project.										Total:	281,250

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4258 HBP PE Local Match	-281,250								-281,250
Fed. Reimb. Rate: 100.00%	9/29/2015 Kirk Anderson: Change to replacement project..							Total:	-281,250

4258 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	2/20/2015 Kirk Anderson: Advance PE funds to 14/15 by EPSP as requested by the agency in an email dated 02/20/15. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	

4258 HBP PE Local Match	281,250								281,250
Fed. Reimb. Rate: 100.00%	10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project							Total:	281,250

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$			50,000						50,000
Local Match									
LSSRP Bond									
Local AC									
Total			50,000						50,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4258	HBP	R/W			50,000		-50,000				
		Local Match									
Fed. Reimb. Rate: 100.00%	9/24/2019 Kirk Anderson: NEARLY Ready to Advertise. RW funds moved from FFY 21/22 to 19/20. As requested in September 2019 Survey.							Total:			
4258	HBP	R/W			-50,000		50,000				
		Local Match									
Fed. Reimb. Rate: 100.00%	10/18/2018 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 21/22. NEPA not yet clear.							Total:			
4258	HBP	R/W			50,000						50,000
		Local Match									
Fed. Reimb. Rate: 100.00%	8/25/2017 Kirk Anderson: Reimbursement changed to 100% (Toll Credits). 7/26/2017 Kirk Anderson: Add RW funds per Exhibit 6-D in Edocs							Total:	50,000		

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,525,000	1,525,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,525,000	1,525,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total		
4258	HBP	CON							-1,525,000	1,525,000		New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4258	HBP	CON						-1,525,000	1,525,000			New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4258	HBP	CON					-1,525,000	1,525,000				New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4258	HBP	CON					1,525,000			-1,525,000		New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			10/20/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2020 Survey.								Total:		
4258	HBP	CON							-1,525,000	1,525,000			
	Local Match												
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4258	HBP	CON						-1,525,000	1,525,000				
	Local Match												
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		
4258	HBP	CON					-1,525,000	1,525,000					
	Local Match												
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:		

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4258 HBP CON Local Match				-1,525,000	1,525,000				
Fed. Reimb. Rate: 100.00%	10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258 HBP CON Local Match				1,525,000				-1,525,000	
Fed. Reimb. Rate: 100.00%	9/24/2019 Kirk Anderson: NEARLY Ready to Advertise. CON funds moved from FFY Beyond to 20/21. As requested in September 2019 Survey.							Total:	
4258 HBP CON Local Match						-1,525,000		1,525,000	
Fed. Reimb. Rate: 100.00%	10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258 HBP CON Local Match				-1,525,000	1,525,000				
Fed. Reimb. Rate: 100.00%	10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258 HBP CON Local Match			-1,525,000	1,525,000					
Fed. Reimb. Rate: 100.00%	10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258 HBP CON Local Match			1,525,000					-1,525,000	
Fed. Reimb. Rate: 100.00%	9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
4258 HBP CON Local Match								118,750	118,750
Fed. Reimb. Rate: 100.00%	7/26/2017 Kirk Anderson: CON funds adjustment based on consultant engineer's estimate. See Exhibit 6-D in Edocs.							Total:	118,750
4258 HBP CON Local Match			-1,406,250					1,406,250	
Fed. Reimb. Rate: 100.00%	10/28/2015 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/26/2015 DLA-Admin: Federal Reimbursement set to 88.53%. 10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258 HBP CON Local Match			1,406,250						1,406,250
Fed. Reimb. Rate: 100.00%	10/28/2015 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/26/2015 DLA-Admin: Federal Reimbursement reverted to original rate. 10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project							Total:	1,406,250

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera County

BRIDGE NO. 41C0123, SCHOOL RD 427, OVER OAK CREEK, 0.1 MI E RD 418. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W. & Con.

Fed Proj: BRLO-5941(081)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	759,500			30,000					789,500
R/W					140,000				140,000
CON								4,253,200	4,253,200
Total	759,500			30,000	140,000			4,253,200	5,182,700
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	759,500			30,000	140,000			4,253,200	5,182,700
Local Match									
LSSRP Bond									
Local AC									
Total	759,500			30,000	140,000			4,253,200	5,182,700
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	759,500			30,000					789,500
Local Match									
LSSRP Bond									
Local AC									
Total	759,500			30,000					789,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3494	HBP	PE				30,000					30,000
		Local Match									
Fed. Reimb. Rate: 100.00%										10/5/2020 Kirk Anderson: Add PE funds as requested in September 2020 Survey	Total: <u>30,000</u>
3494	HBP	PE		364,500							364,500
		Local Match									
Fed. Reimb. Rate: 100.00%										7/13/2017 Kirk Anderson: Not ready to ad within 6 months. Add PE funds to finalize type selection and hydraulic analysis and move to final design and NEPA using a consultant. Exhibit 6-D and consultant recommendations plus SLA's concurrence are in Edoc.	Total: <u>364,500</u>
3494	HBP	PE									
		Local Match									
Fed. Reimb. Rate: 100.00%										9/15/2016 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 15/16 to 16/17. Final design can't proceed without SLA's concurrence of type selection. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.	Total: <u></u>

New!

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3494 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	10/27/2014 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
3494 HBP PE Local Match			118,200						118,200
Fed. Reimb. Rate: 100.00%	8/13/2014 Kirk Anderson: Exhibit 6-D submitted 08/14/14 requests more PE funding. SLA has NOT approved the type selection of the bridge.per his memo dated 08/06/14.								Total: _____
3494 HBP PE Local Match			276,800						276,800
Fed. Reimb. Rate: 100.00%	4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/14/2009 Kirk Anderson: Agency requested PE in 09/10. Agency application will be revised.								Total: _____

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$					140,000				140,000
Local Match									
LSSRP Bond									
Local AC									
Total					140,000				140,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3494	HBP	R/W			-140,000		140,000				
		Local Match									
Fed. Reimb. Rate: 100.00%	10/18/2018 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 21/22. NEPA not yet clear.									Total: _____	
3494	HBP	R/W		-140,000	140,000						
		Local Match									
Fed. Reimb. Rate: 100.00%	3/21/2017 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 19/20. NEPA not yet clear.									Total: _____	
3494	HBP	R/W		140,000	-140,000						
		Local Match									
Fed. Reimb. Rate: 100.00%	11/4/2016 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 17/18. As requested by agency.									Total: _____	
3494	HBP	R/W		-140,000	140,000						
		Local Match									
Fed. Reimb. Rate: 100.00%	10/11/2016 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 19/20. NEPA not yet clear.									Total: _____	

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3494 HBP R/W Local Match									
Fed. Reimb. Rate: 100.00%	10/22/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 16/17 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP R/W Local Match									
Fed. Reimb. Rate: 100.00%	10/1/2015 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 16/17. As requested in September 2015 Survey. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP R/W Local Match									
Fed. Reimb. Rate: 100.00%	3/18/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 15/16 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP R/W Local Match			80,000						80,000
Fed. Reimb. Rate: 100.00%	8/13/2014 Kirk Anderson: Exhibit 6-D submitted 08/14/14 requesting more RW funding. SLA has NOT approved the type selection of the bridge.per his memo dated 08/06/14.							Total:	80,000
3494 HBP R/W Local Match									
Fed. Reimb. Rate: 100.00%	3/28/2014 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 13/14 to 15/16. NEPA not yet clear. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP R/W Local Match									
Fed. Reimb. Rate: 100.00%	3/18/2013 Kirk Anderson: Agency is under Federal Sanction. No timeline was given for the lifting of the sanction, Funds may not be encumbered in 12/13. Project is ready to move forward this year if sanction is lifted in time. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP R/W Local Match			60,000						60,000
Fed. Reimb. Rate: 100.00%	9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 9/29/2012 Tom Glaski: Add RoW Funds to FFY 12/13 as requested by Agency in September 7, 2012 Survey.							Total:	60,000

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								4,253,200	4,253,200
Local Match									
LSSRP Bond									
Local AC									
Total								4,253,200	4,253,200

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total		
3494	HBP	CON							-4,253,200	4,253,200		New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:			
3494	HBP	CON						-4,253,200	4,253,200			New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:			
3494	HBP	CON					-4,253,200	4,253,200				New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			11/2/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:			
3494	HBP	CON					4,253,200			-4,253,200		New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			10/20/2020 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2020 Survey.							Total:			
3494	HBP	CON					-4,253,200			4,253,200			
	Local Match												
Fed. Reimb. Rate: 100.00%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:			
3494	HBP	CON				-4,253,200	4,253,200						
	Local Match												
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:			
3494	HBP	CON				4,253,200				-4,253,200			
	Local Match												
Fed. Reimb. Rate: 100.00%			9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:			

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3494 HBP CON Local Match								2,041,200	2,041,200
Fed. Reimb. Rate: 100.00%	7/14/2017 Kirk Anderson: Not ready to ad within 6 months. Add CON funds based on Exhibit 6-D and consultant recommendations plus SLA's concurrence in Edocs.							Total:	2,041,200
3494 HBP CON Local Match			-2,212,000					2,212,000	
Fed. Reimb. Rate: 100.00%	10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494 HBP CON Local Match		-2,212,000	2,212,000						
Fed. Reimb. Rate: 100.00%	10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 18/19 to 19/20. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494 HBP CON Local Match		-2,212,000	2,212,000						
Fed. Reimb. Rate: 100.00%	10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to 18/19. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494 HBP CON Local Match		2,212,000						-2,212,000	
Fed. Reimb. Rate: 100.00%	9/29/2015 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 17/18. As requested in September 2015 Survey.							Total:	
3494 HBP CON Local Match		-2,212,000						2,212,000	
Fed. Reimb. Rate: 100.00%	10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494 HBP CON Local Match		2,212,000						-1,670,000	542,000
Fed. Reimb. Rate: 100.00%	8/13/2014 Kirk Anderson: Exhibit 6-D submitted 08/14/14 requests more CON funding. SLA has NOT approved the type selection of the bridge.per his memo dated 08/06/14. 10/1/2014 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to 16/17. As requested in September 2014 Survey.							Total:	542,000
3494 HBP CON Local Match		-1,670,000						1,670,000	
Fed. Reimb. Rate: 100.00%	3/30/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494 HBP CON Local Match									
Fed. Reimb. Rate: 100.00%	11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%									Total: _____
11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%									Total: _____
11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.									
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%									Total: _____
11/13/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.									
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%			1,670,000					-1,670,000	Total: _____
9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2013 Survey. 11/2/2013 Tom Glaski:Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if sanctions are lifted									
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%			-1,670,000					1,670,000	Total: _____
10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).									
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%									Total: _____
10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.									
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%			9,500						9,500
9/29/2012 Tom Glaski: Move Con/CE Funds From FFY 15/16 to FFY 14/15 (and round up) as requested by Agency in September 7, 2012 Survey.									
3494 HBP CON Local Match Fed. Reimb. Rate: 100.00%									Total: _____
9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.									

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3494 HBP CON Local Match									
Fed. Reimb. Rate: 100.00%	9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP CON Local Match			1,660,500						-1,660,500
Fed. Reimb. Rate: 100.00%	9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/5/2011 Tom Glaski: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2011 Survey.							Total:	_____
3494 HBP CON Local Match			-1,660,500						1,660,500
Fed. Reimb. Rate: 100.00%	4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/30/2009 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to Beyond.							Total:	_____
3494 HBP CON Local Match									
Fed. Reimb. Rate: 100.00%	4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/30/2009 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 12/13 to 13/14. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP CON Local Match									
Fed. Reimb. Rate: 100.00%	4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/29/2009 DLA-Admin: Not ready to ad within 6 months CON funds moved from FFY 11/12 to 12/13. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP CON Local Match			1,660,500						1,660,500
Fed. Reimb. Rate: 100.00%	4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/14/2009 Eric Bost: New candidate project.....							Total:	_____
									1,660,500

2018/19-2023/24 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera County

BRIDGE NO. 41C0130, ON ROAD 23, OVER DRY CREEK, 0.5 MI S OF AVE 18 1/2. Replace 2 lane bridge with 2 lane bridge.

Fed Proj: BRLS-5941(088)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	366,250	36,000							402,250
R/W	30,000	10,000							40,000
CON		1,492,077	1,079,173						2,571,250
Total	396,250	1,538,077	1,079,173						3,013,500

Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	350,800	1,361,660	955,392						2,667,852
Local Match	45,450	176,417	123,781						345,648
LSSRP Bond									
Local AC									
Total	396,250	1,538,077	1,079,173						3,013,500

PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	324,241	31,871							356,112
Local Match	42,009	4,129							46,138
LSSRP Bond									
Local AC									
Total	366,250	36,000							402,250

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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3564	HBP	PE	-31,871	31,871							
	Local Match		-4,129	4,129							

Fed. Reimb. Rate: 88.53% 9/20/2018 Kirk Anderson: Ready to Advertise. PE funds moved from FFY 17/18 to 18/19. Funds not obligated, moved to next fiscal year. Total: _____

3564	HBP	PE	31,871								31,871
	Local Match		4,129								4,129

Fed. Reimb. Rate: 88.53% 7/31/2018 Kirk Anderson: More PE funds requested by agency to address SLA plan review comments Total: _____

3564	HBP	PE									
	Local Match										

Fed. Reimb. Rate: 88.53% 8/19/2011 Tom Glaski: Cap at \$50,000 to Scope Project - Scoping to determine replace vs rehab, with SLA concurrence AND establish corridor geometrics (as listed in RTP) to determined bridge geometrics. SIA needs to be updated for ADT 5/10/2013 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2010/11-15/16 to 2012/13-17/18. This does not impact funds in the current FTIP cycle. Total: _____

2018/19-2023/24 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3564 HBP PE	324,241								324,241
Local Match	42,009								42,009
Fed. Reimb. Rate: 88.53% 8/4/2010 Tom Glaski: New Project								Total:	366,250

R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	26,559	8,853							35,412
Local Match	3,441	1,147							4,588
LSSRP Bond									
Local AC									
Total	30,000	10,000							40,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3564	HBP	R/W		8,853							8,853
	Local Match			1,147							1,147
Fed. Reimb. Rate: 88.53% 10/3/2018 Kirk Anderson: Add RW funds as requested in September 2018 Survey.										Total:	10,000
3564	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 88.53% 6/10/2015 Kirk Anderson: Agency requests RW funds. NEPA cleared 3/11/15. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.										Total:	
3564	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 88.53% 3/18/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 15/16 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.										Total:	
3564	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 88.53% 3/28/2014 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 13/14 to 15/16. NEPA not yet clear. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.										Total:	
3564	HBP	R/W									
	Local Match										
Fed. Reimb. Rate: 88.53% 3/18/2013 Kirk Anderson: Agency is under Federal Sanction. No timeline was given for the lifting of the sanction, Funds may not be encumbered in 12/13. Project is ready to move forward this year if sanction is lifted in time. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.										Total:	
3564	HBP	R/W	26,559								26,559
	Local Match		3,441								3,441
Fed. Reimb. Rate: 88.53% 9/29/2012 Tom Glaski: Add RoW Funds to FFY 12/13 as requested by Agency in September 7, 2012 Survey.										Total:	30,000

2018/19-2023/24 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		1,320,936	955,392						2,276,328
Local Match		171,141	123,781						294,922
LSSRP Bond									
Local AC									
Total		1,492,077	1,079,173						2,571,250

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3564	HBP	CON			460,577						460,577
	Local Match				59,673						59,673
Fed. Reimb. Rate: 88.53% 9/25/2019 Kirk Anderson: Add funds after bid opening due to higher than expected bids. See 6-D in Edocs.										Total:	520,250
3564	HBP	CON		-494,815	494,815						
	Local Match			-64,108	64,108						
Fed. Reimb. Rate: 88.53% 4/18/2019 Kirk Anderson: Agency did not request all the CON for authorization in 18/19. Move unauthorized programmed funds to 19/20 because the bid results came in high.										Total:	
3564	HBP	CON		1,815,750	-1,815,750						
	Local Match			235,250	-235,250						
Fed. Reimb. Rate: 88.53% 3/26/2019 Kirk Anderson: Ready to Advertise. Move CON funds from 19/20 to 18/19. As requested by agency.										Total:	
3564	HBP	CON		-1,815,750	1,815,750						
	Local Match			-235,250	235,250						
Fed. Reimb. Rate: 88.53% 3/20/2019 DLA-Admin: Ready to Advertise. CON funds moved from FFY 18/19 to 19/20. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.										Total:	
3564	HBP	CON	-1,815,750	1,815,750							
	Local Match		-235,250	235,250							
Fed. Reimb. Rate: 88.53% 9/20/2018 Kirk Anderson: Ready to Advertise. CON funds moved from FFY 17/18 to 18/19. Funds not obligated, moved to next fiscal year.										Total:	
3564	HBP	CON		1,815,750	-1,815,750						
	Local Match			235,250	-235,250						
Fed. Reimb. Rate: 88.53% 12/5/2019 Linda Newton: Fund line has not failed to deliver. 10/18/2018 DLA-Admin: Fund line failed to deliver. 11/21/2017 Kirk Anderson: Ready to Advertise. CON funds moved from FFY 18/19 to 17/18. As requested by the agency.										Total:	
3564	HBP	CON		-1,815,750	1,815,750						
	Local Match			-235,250	235,250						
Fed. Reimb. Rate: 88.53% 10/24/2017 DLA-Admin: Ready to Advertise. CON funds moved from FFY 17/18 to 18/19. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.										Total:	

2018/19-2023/24 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
3/28/2017 DLA-Admin: Ready to Advertise. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
11/4/2016 Kirk Anderson: Ready to Advertise. CON funds moved from FFY 17/18 to 16/17. As requested by agency. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
10/25/2016 DLA-Admin: Ready to Advertise. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
3/28/2016 DLA-Admin: Ready to Advertise. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON	1,815,750	-1,815,750						Total: _____
12/15/2015 Kirk Anderson: Ready to Advertise. CON funds moved from FFY 18/19 to 15/16. As requested by Exhibit 6D dated 12/11/2015. No cost increase.									
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON	-1,815,750	1,815,750						Total: _____
10/29/2015 DLA-Admin: NEARLY Ready to Advertise. CON funds moved from FFY 17/18 to 18/19. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.									
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON								Total: _____
10/29/2015 DLA-Admin: NEARLY Ready to Advertise. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.									
3564 HBP Local Match Fed. Reimb. Rate: 88.53%	CON	1,815,750						-1,815,750	Total: _____
9/29/2015 Kirk Anderson: NEARLY Ready to Advertise. CON funds moved from FFY Beyond to 16/17. As requested in September 2015 Survey.									
		235,250						-235,250	Total: _____

2018/19-2023/24 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3564 HBP CON			-1,815,750					1,815,750	
Local Match			-235,250					235,250	
Fed. Reimb. Rate: 88.53%	10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3564 HBP CON			1,815,750					-1,815,750	
Local Match			235,250					-235,250	
Fed. Reimb. Rate: 88.53%	10/1/2014 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 17/18. As requested in September 2014 Survey.							Total:	
3564 HBP CON			-1,815,750					1,815,750	
Local Match			-235,250					235,250	
Fed. Reimb. Rate: 88.53%	11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3564 HBP CON									
Local Match									
Fed. Reimb. Rate: 88.53%	11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	
3564 HBP CON									
Local Match									
Fed. Reimb. Rate: 88.53%	11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	
3564 HBP CON			1,815,750					-1,815,750	
Local Match			235,250					-235,250	
Fed. Reimb. Rate: 88.53%	9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 14/15. As requested in September 2013 Survey. 11/2/2013 Tom Glaski:Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if sanctions are lifted							Total:	
3564 HBP CON			-1,815,750					1,815,750	
Local Match			-235,250					235,250	
Fed. Reimb. Rate: 88.53%	10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).							Total:	
3564 HBP CON									
Local Match									
Fed. Reimb. Rate: 88.53%	10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	

2018/19-2023/24 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3564 HBP CON Local Match									
Fed. Reimb. Rate: 88.53%	10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	
3564 HBP CON Local Match			1,815,750					-1,815,750	
			235,250					-235,250	
Fed. Reimb. Rate: 88.53%	9/29/2012 Tom Glaski: Move Con/CE Funds From Beyond to FFY 13/14 as requested by Agency in September 7, 2012 Survey.							Total:	
3564 HBP CON Local Match								194,545	194,545
								25,205	25,205
Fed. Reimb. Rate: 88.53%	5/24/2012 Tom Glaski: Increase to Con/CE per Ex 6A package of April 18, 2012 - District recommended approval May 24, 2012							Total:	219,750
3564 HBP CON Local Match			-1,621,206					1,621,206	
			-210,044					210,044	
Fed. Reimb. Rate: 88.53%	10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3564 HBP CON Local Match									
Fed. Reimb. Rate: 88.53%	10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	
3564 HBP CON Local Match									
Fed. Reimb. Rate: 88.53%	10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	
3564 HBP CON Local Match			1,621,206					-1,621,206	
			210,044					-210,044	
Fed. Reimb. Rate: 88.53%	10/5/2011 Tom Glaski: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2011 Survey.							Total:	
3564 HBP CON Local Match								1,621,206	1,621,206
								210,044	210,044
Fed. Reimb. Rate: 88.53%	8/5/2010 Tom Glaski: New project							Total:	1,831,250

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera County

BRIDGE NO. 41C0149, AVENUE 16.5 OVER DRY CREEK, AT ROAD 19. Replace 2 lane bridge with 2 lane bridge - Toll Credits programmed for PE, R/W & CON.

Fed Proj: BRLO-5941(089)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	166,750	60,000		120,000					346,750
R/W		60,000							60,000
CON								835,000	835,000
Total	166,750	120,000		120,000				835,000	1,241,750
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	166,750	120,000		120,000				835,000	1,241,750
Local Match									
LSSRP Bond									
Local AC									
Total	166,750	120,000		120,000				835,000	1,241,750
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	166,750	60,000		120,000					346,750
Local Match									
LSSRP Bond									
Local AC									
Total	166,750	60,000		120,000					346,750

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3562	HBP	PE				120,000					120,000
		Local Match									
Fed. Reimb. Rate: 100.00%										10/5/2020 Kirk Anderson: Not ready to ad within 6 months. PE funds added. As requested in September 2020 Survey.	Total: <u>120,000</u>
3562	HBP	PE		60,000							60,000
		Local Match									
Fed. Reimb. Rate: 100.00%										10/3/2018 Kirk Anderson: Add PE funds as requested in September 2018 HBP Survey.	Total: <u>60,000</u>
3562	HBP	PE	166,750								166,750
		Local Match									
Fed. Reimb. Rate: 100.00%										8/4/2010 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 7/30/2010 Tom Glaski: New project: Not ready to ad within 6 months	Total: <u>166,750</u>

New!

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
R/W Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$		60,000							60,000
Local Match									
LSSRP Bond									
Local AC									
Total		60,000							60,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
3562	HBP	R/W		60,000	-60,000							
		Local Match										
Fed. Reimb. Rate: 100.00%										9/25/2018 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 19/20 to 18/19. As requested in September 2018 Survey.		Total: _____
3562	HBP	R/W		-60,000	60,000							
		Local Match										
Fed. Reimb. Rate: 100.00%										10/11/2016 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 19/20. NEPA not yet clear.		Total: _____
3562	HBP	R/W										
		Local Match										
Fed. Reimb. Rate: 100.00%										10/22/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 16/17 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.		Total: _____
3562	HBP	R/W										
		Local Match										
Fed. Reimb. Rate: 100.00%										9/29/2015 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 17/18 to 16/17. As requested in September 2015 Survey. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.		Total: _____
3562	HBP	R/W										
		Local Match										
Fed. Reimb. Rate: 100.00%										3/18/2015 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 15/16 to 17/18. NEPA not yet clear. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.		Total: _____
3562	HBP	R/W										
		Local Match										
Fed. Reimb. Rate: 100.00%										3/28/2014 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 13/14 to 15/16. NEPA not yet clear. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.		Total: _____

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3562 HBP R/W Local Match									
Fed. Reimb. Rate: 100.00%	3/18/2013 Kirk Anderson: Agency is under Federal Sanction. No timeline was given for the lifting of the sanction, Funds may not be encumbered in 12/13. Project is ready to move forward this year if sanction is lifted in time. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.							Total:	_____
3562 HBP R/W Local Match		60,000							60,000
Fed. Reimb. Rate: 100.00%	9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 9/29/2012 Tom Glaski: Add RoW Funds to FFY 12/13 as requested by Agency in September 7, 2012 Survey.							Total:	60,000

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								835,000	835,000
Local Match									
LSSRP Bond									
Local AC									
Total								835,000	835,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3562	HBP	CON					-835,000			835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%	10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	_____		
3562	HBP	CON			-835,000	835,000					
	Local Match										
Fed. Reimb. Rate: 100.00%	10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	_____		
3562	HBP	CON			-835,000	835,000					
	Local Match										
Fed. Reimb. Rate: 100.00%	10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	_____		
3562	HBP	CON			835,000					-835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%	9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	_____		
3562	HBP	CON			-835,000					835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%	10/25/2016 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	_____		

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3562 HBP Local Match	CON	-835,000	835,000						
Fed. Reimb. Rate: 100.00%	10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 18/19 to 19/20. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	_____
3562 HBP Local Match	CON	835,000						-835,000	
Fed. Reimb. Rate: 100.00%	9/29/2015 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 18/19. As requested in September 2015 Survey.							Total:	_____
3562 HBP Local Match	CON	-835,000						835,000	
Fed. Reimb. Rate: 100.00%	3/25/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	_____
3562 HBP Local Match	CON								
Fed. Reimb. Rate: 100.00%	11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	_____
3562 HBP Local Match	CON								
Fed. Reimb. Rate: 100.00%	11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to 16/17. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	_____
3562 HBP Local Match	CON	835,000						-835,000	
Fed. Reimb. Rate: 100.00%	9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 14/15. As requested in September 2013 Survey. 11/2/2013 Tom Glaski:Sanctions were placed October 4, 2013 on Madera County for not complying with the 11/12 single audit reporting requirements. Move Funding to 15/16, EPSP can be used if sanctions are lifted							Total:	_____
3562 HBP Local Match	CON	-835,000						835,000	
Fed. Reimb. Rate: 100.00%	3/26/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).							Total:	_____
3562 HBP Local Match	CON								
Fed. Reimb. Rate: 100.00%	10/26/2012 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 14/15 to 15/16. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.							Total:	_____

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
3562 HBP CON Local Match			1,250						1,250
Fed. Reimb. Rate: 100.00%	9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 9/29/2012 Tom Glaski: Move Con/CE Funds From FFY 13/14 to 14/15 (and round up) as requested by Agency in September 7, 2012 Survey.							Total:	1,250
3562 HBP CON Local Match			833,750					-833,750	
Fed. Reimb. Rate: 100.00%	9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/5/2011 Tom Glaski: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2011 Survey.							Total:	
3562 HBP CON Local Match								833,750	833,750
Fed. Reimb. Rate: 100.00%	8/4/2010 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 7/30/2010 Tom Glaski: New Project Not ready to ad within 6 months							Total:	833,750

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera County

BRIDGE NO. 41C0162, C.R. 210 OVER RYAN CREEK, 4.0 MI E OF CR 211. Replace 1 lane bridge with 2 lane bridge. Not capacity increasing project. 10/24/2014: Toll Credits programmed for PE & CON.

Fed Proj: BRLO-5941(103)

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE	227,500								227,500
R/W									
CON								1,137,500	1,137,500
Total	227,500							1,137,500	1,365,000
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	227,500							1,137,500	1,365,000
Local Match									
LSSRP Bond									
Local AC									
Total	227,500							1,137,500	1,365,000
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	227,500								227,500
Local Match									
LSSRP Bond									
Local AC									
Total	227,500								227,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total	
4257	HBP	PE	127,500	-127,500								
		Local Match										
Fed. Reimb. Rate: 100.00%										1/22/2018 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 18/19 to 17/18. As requested by agency.		Total: _____
4257	HBP	PE	-127,500	127,500								
		Local Match										
Fed. Reimb. Rate: 100.00%										10/23/2017 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 17/18 to 18/19. NEPA not yet clear.		Total: _____
4257	HBP	PE										
		Local Match										
Fed. Reimb. Rate: 100.00%										10/3/2017 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 16/17 to 17/18. Funds not obligated, moved to next fiscal year. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.		Total: _____

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4257 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	9/15/2016 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 15/16 to 16/17. As requested in September 2016 Survey. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total: _____
4257 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	3/19/2015 Kirk Anderson: Cap PE at \$100,000. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total: _____
4257 HBP PE Local Match			227,500						227,500
Fed. Reimb. Rate: 100.00%	10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project								Total: _____ 227,500

CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								1,137,500	1,137,500
Local Match									
LSSRP Bond									
Local AC									
Total								1,137,500	1,137,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4257	HBP	CON					-1,137,500			1,137,500	
	Local Match										
Fed. Reimb. Rate: 100.00%	10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.									Total: _____	
4257	HBP	CON			-1,137,500		1,137,500				
	Local Match										
Fed. Reimb. Rate: 100.00%	10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.									Total: _____	
4257	HBP	CON				1,137,500				-1,137,500	
	Local Match										
Fed. Reimb. Rate: 100.00%	9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 20/21. As requested in September 2018 Survey.									Total: _____	
4257	HBP	CON			-1,137,500					1,137,500	
	Local Match										
Fed. Reimb. Rate: 100.00%	10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.									Total: _____	

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4257 HBP CON Local Match		-1,137,500	1,137,500						
Fed. Reimb. Rate: 100.00%	10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 18/19 to 19/20. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4257 HBP CON Local Match		1,137,500						-1,137,500	
Fed. Reimb. Rate: 100.00%	9/29/2015 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 18/19. As requested in September 2015 Survey.							Total:	
4257 HBP CON Local Match		-1,137,500						1,137,500	
Fed. Reimb. Rate: 100.00%	10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4257 HBP CON Local Match		1,137,500							1,137,500
Fed. Reimb. Rate: 100.00%	10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project							Total:	1,137,500

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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Madera County

BRIDGE NO. PM00183, Bridge Preventive Maintenance Program (BPMP) various bridges in Madera County. See Caltrans Local Assistance HBP website for backup list of projects.

Fed Proj:

Phase Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
PE							942,300		942,300
R/W									
CON								2,729,479	2,729,479
Total							942,300	2,729,479	3,671,779
Fund Source Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$							834,218	2,416,408	3,250,626
Local Match							108,082	313,071	421,153
LSSRP Bond									
Local AC									
Total							942,300	2,729,479	3,671,779
PE Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$							834,218		834,218
Local Match							108,082		108,082
LSSRP Bond									
Local AC									
Total							942,300		942,300

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4607	HBP	PE					-834,218		834,218		
	Local Match						-108,082		108,082		
Fed. Reimb. Rate: 88.53%										10/28/2020 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 21/22 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.	
										Total:	
4607	HBP	PE					834,218				834,218
	Local Match						108,082				108,082
Fed. Reimb. Rate: 88.53%										1/22/2018 Linda Newton: New eligible project.	
										Total:	942,300

New!

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
CON Summary:	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$								2,416,408	2,416,408
Local Match								313,071	313,071
LSSRP Bond									
Local AC									
Total								2,729,479	2,729,479

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
4607	HBP	CON								2,416,408	2,416,408
	Local Match									313,071	313,071
Fed. Reimb. Rate: 88.53% 1/23/2018 Linda Newton: New eligible project.										Total:	2,729,479

2018/19-2023/24 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides VERY detailed backup information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
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MPO Summary: Madera County Transportation Commission

Number of Projects: 10

Total Costs:

	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Beyond	Total
Fed \$	2,549,016	1,481,660	1,377,661	174,788	140,000		834,218	15,186,830	21,744,172
Local Match	129,984	176,417	172,012	3,212			108,082	963,429	1,553,137
LSSRP Bond									
Local AC									
Total for all Phases	2,679,000	1,658,077	1,549,673	178,000	140,000		942,300	16,150,259	23,297,309

MAD 406007

FY 2020-21 Minor A Project List
 District 01-12

District	County	Route	Post Miles	Location/Description	EA	Project ID	Program Code	Construction (Life of Project)	Right of Way (Life of Project)	Support (Life of Project)	Project Total	Performance Value	Performance Measure
06	Madera	145	8.06/9.6	In Madera County, in Madera from Avenue 13 to Sixth Street. Upgrade and install Americans with Disabilities Act (ADA) curb ramps and sidewalks.	0W360	0617000164	201.361	1,250,000	38,000	3,031,000	4,319,000	24	Curb ramp(s)

FY 2020-21 Minor B Project List
 District 01-12

District	County	Route	Post Miles	Location/Description	EA	Project ID	Program Code	Construction (Life of Project)	Right of Way (Life of Project)	Support (Life of Project)	Project Total	Performance Value	Performance Measure
06	Madera	41	D1.45/D1.84	In Madera County, near Yosemite National Park entrance from 0.22 mile north of Road to Yosemite Mountain to 0.61 mile north of Road to Yosemite Mountain. Replace culverts.	0Y480	0618000225	201.151	150,000	25,000	450,000	625,000	1	Culvert(s) (ea)
06	Madera	41	0.0	In Madera County, under the San Joaquin River Bridge. Remove sheet pile.	1A160	0619000177	201.111	100,000	10,000	60,000	170,000	1	Bridge(s)
06	Madera	49	0.2	In Madera County, near Oakhurst at Junction Drive. Construct Americans with Disabilities Act (ADA) curb ramps and access to Accessible Pedestrian Signals (APS) buttons.	1A400	0620000005	201.361	200,000	5,000	50,000	255,000	4	Curb ramp(s)

Federal Lands Access Program (FLAP) Grouped Project Listing
 2021 FTIP Back-Up List for Madera County Transportation Commission

Project Number	Agency	County	Project Title	Project Description	Program Year	Federal Funds	State/Local Funds	Total Project Cost
MAD 440010	County of Madera	Madera	CA FLAP MAD CR26(1) ET AL AVENUE 26 AND ROAD 29	Rehabilitate and resurface Avenue 26 (SH 99) and and Road 29 towards the Eastman Lake entrance	20/21	\$11,484,000	\$2,116,000	\$13,600,000

Total: **\$13,600,000**

Fiscal Year	20/21	21/22	22/23	23/24
Local Total	\$2,116,000	\$0	\$0	\$0
FLAP Total	\$11,484,000	\$0	\$0	\$0
Project Total	\$13,600,000	\$0	\$0	\$0

**Highway Safety Improvement Program (HSIP)
2021 FTIP Back-Up List, sorted by MPO, Agency and Unique Project ID**

MAD 419004

MPO:						Statewide (all MPO's)										
Backup List Updated On:						12/15/2020										
Unique Project ID	HR3 Eligibility*	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2020/21	Federal Funds Programmed in 2021/22	Federal Funds Programmed in 2022/23	Federal Funds Programmed in 2023/24	Approved Federal Funds (total)	
H10-10-000	No	6	ALL	MCTC	All	All state funded safety projects in Cycle 10 will not be programmed and listed in the 2021 FTIP; all your safety projects in the previous cycles have been authorized into con-phase and therefore will not be listed in 2021 FTIP	0	0	0	0	0	0	0	0	0	
				Total(MCTC)			0	0	0	0	0	0	0	0	0	

Appendix F

Certifications

FEDERAL FISCAL YEAR 2020 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Madera County Transportation Commission

The Applicant certifies to the applicable provisions of categories 01–20. _____

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	X _____
02 Public Transportation Agency Safety Plans	_____ _____
03 Tax Liability and Felony Convictions	_____ _____
04 Lobbying	X _____
05 Private Sector Protections	_____ _____
06 Transit Asset Management Plan	_____ _____
07 Rolling Stock Buy America Reviews and Bus Testing	_____ _____
08 Urbanized Area Formula Grants Program	_____ _____
09 Formula Grants for Rural Areas	_____ _____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____ _____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____ _____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Construction Hiring Preferences

20 Cybersecurity Certification for Rail Rolling Stock and Operations

FEDERAL FISCAL YEAR 2020 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE

PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2020)

AFFIRMATION OF APPLICANT

Madera County Transportation Commission


Name of the Applicant: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2020, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2020.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  Date: April 27, 2020

Name Patricia Taylor Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): The Madera County Transportation Commission

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature  Date: April 27, 2020

Name Shannon L. Chaffin Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Received

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
MADERA COUNTY TRANSPORTATION COMMISSION
AND
CITY OF CHOWCHILLA**

FEB - 3 2020

Madera CTC

“Regarding the Coordination of Ongoing Transit Planning and Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services by the City of Chowchilla”.

This Memorandum of Understanding (MOU) is entered into between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as (MCTC), and the CITY OF CHOWCHILLA, hereinafter referred to as (CHOWCHILLA), a public transportation provider, as of this ___ day of _____ 2020. The purpose of this MOU is to:

1. Foster a cooperative and mutually beneficial working relationship between MCTC and CHOWCHILLA for the provision of comprehensive, effective, and coordinated transit planning on behalf of CHOWCHILLA’S public mass transportation system; and
2. Identify the transit planning responsibilities in coordination with the State of California for the purpose of programming federal funds within the MCTC Federal Transportation Improvement Program (FTIP).

WITNESS THAT:

WHEREAS, CHOWCHILLA was incorporated as a General Law city in 1923; and

WHEREAS, CHOWCHILLA as a designated rural area, is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation; and,

WHEREAS, MCTC is the Metropolitan Planning Organization (MPO), the Regional Comprehensive Planning Agency, the Regional Transportation Planning Agency (RTPA), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code; and

WHEREAS, MCTC is directed by a six-member board, composed of six locally elected officials: three members of the Madera County Board of Supervisors, two members of the Madera City Council, and one member of the Chowchilla City Council; and

WHEREAS, MCTC has developed a committee structure that advises the MCTC Board on all planning and policy questions. These committees include the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, 23 CFR 450.310 (b) and 450.312 require MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for rural areas. These plans and programs are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, 23 CFR 450.314 (h) requires a written agreement between MCTC and CHOWCHILLA describing mutual responsibilities for carrying out performance-based planning and programming in metropolitan areas; and

WHEREAS, 23 CFR 450.306 (d)(2)(iii) – The selection of performance targets that address performance measures described in 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d); and

WHEREAS, 49 CFR 625.45 (b)(1) requires transit providers and group TAM plan sponsors to set state of good repair (SGR) performance targets, as required; and

WHEREAS, MCTC and CHOWCHILLA rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning.

NOW, THEREFORE, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follows:

SECTION 1: Responsibilities of MCTC and CHOWCHILLA

1.1 Communication

A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs. MCTC is required to update the FTIP every even numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

As a designated rural area, CHOWCHILLA is eligible to apply for FTA Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation. It is anticipated that the amount of funding available will be similar to cities of equal size. Projects will be programmed and constrained based on the annual FTA appropriation and/or other awarded grants.

As the federally designated MPO, MCTC is responsible for allocating certain federal formula transit funds to CHOWCHILLA, City of Madera, and the County of Madera. MCTC shall allocate the federal transit funds based on a formula developed cooperatively with the local jurisdictions. The Executive Director of MCTC and the City Administrator of CHOWCHILLA are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed.

1.2 Representation on MCTC Board and Committees

CHOWCHILLA shall:

- a) Appoint one (1) representative and alternate to serve on the TAC. The TAC meetings are held on the second Monday of every month.
- b) Appoint one (1) representative and alternate to serve as a voting member of the MCTC SSTAC. The SSTAC meeting notices are mailed in advance of meetings.

SECTION 2: Transit Planning

2.1 Short Range Transit Plan

In accordance with the planning regulations and Federal Transit Administration (FTA) guidance, CHOWCHILLA and/or MCTC may prepare a five (5) year short-range transit plan to support sound financial and operational decision-making in transit planning and programming. In the development of short-range transit plans, the local jurisdictions included in the plan will provide a draft list of projects for FTA funding. The list shall:

- a) Identify and describe the scope of the specific projects and services which address ongoing and increased transit demands. These projects and services are to include Americans with Disabilities Act (ADA) considerations and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by MCTC.

- b) Provide qualitative and quantitative analysis showing how the project addresses transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year represented in the plan. In addition, identify anticipated discretionary funding estimates for the FTIP.

2.2 Long Range Transit Plan

The transit action element of the RTP should assess the transportation needs of CHOWCHILLA and sets forth improvements necessary to address those needs over a twenty (20) year period and updated every four (4) years.

2.3 Planning Assistance

MCTC will provide input into the development of the transit planning documents produced by CHOWCHILLA. In addition, MCTC will work cooperatively with and assist CHOWCHILLA in its efforts to generate planning and forecasting information needed to establish and maintain transit-planning documents. The type of assistance provided by MCTC may include, but is not limited to, the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth, and use assumptions for the purpose of transit forecasting and development (e.g. trip generation tables, census information, maps, performance targets).
- b) Assist in securing funds to conduct transit demand studies and in-depth analysis.
- c) Assist CHOWCHILLA in obtaining State and federal funding of projects consistent with the MCTC Regional Transportation Plan (e.g. facilitating FTIP amendments).
- d) Establish performance targets that address the performance measures or standards established by the State or by establishing quantifiable targets for these measures agreed upon by CHOWCHILLA and MCTC.
- e) Establish report process and deadlines for performance data.

A final copy of all transit planning documents, including State and/or federal reviews, National Transit Database, State Controller Reports, as well as the transit asset management plans and State of Good Repair will be forwarded by CHOWCHILLA to MCTC. This will assist MCTC in overall transit planning coordination, as well as ensuring that FTA and FHWA transit funds are used as planned, per FTA and FHWA requirements.

2.4 FTIP Programming Criteria

As part of the FTIP updating process, federally funded projects are programmed by MCTC on behalf of all transit providers receiving federal funds through the FTIP. For proposed transit projects, the criteria used for the programming of federal funds within the MCTC FTIP are essential. MCTC and CHOWCHILLA may employ the following selection criteria to establish priorities for transit funding.

- a) Project purpose and need;
- b) Anticipated benefits;
- c) Degree to which a project will improve transit availability;
- d) Degree to which a project will improve level of service performance standards;
- e) Degree to which a project will, once implemented, make progress toward achieving performance targets;
- f) Air Quality benefits;
- g) Overall cost effectiveness; and
- h) Leveraging of other funding sources.

2.5 Regional Planning

MCTC will provide a forum that will foster partnerships wherein the development of public transit services throughout Madera County will be accomplished. As part of the coordinated regional

transportation system, MCTC will expand the continuing, cooperative, and comprehensive planning of the transportation system in CHOWCHILLA.

MCTC will be responsible for the development of the regional planning documents such as the Regional Transportation Plan and the analysis and determination of Unmet Transit Needs. CHOWCHILLA will have the opportunity to provide technical advice during the development of these regional planning documents through the MCTC committee structure.

As a critical part of the regional planning process, CHOWCHILLA will assist MCTC with efforts to achieve regional goals including the requirement to assist in the attainment of federal air quality standards and performance targets.

2.6 Application for Transit Funding

CHOWCHILLA will prepare applications to the FTA for federal transit funding. MCTC will review the applications, if necessary, to determine consistency of projects with FTIP programming, and prepare a letter of concurrence if information is accurate. CHOWCHILLA's application for federal funding shall be consistent with the MCTC Regional Transportation Plan as required by federal guidelines. CHOWCHILLA shall work with MCTC to develop consistent funding requests from all potential transit funding sources in order to prevent funding delays.

2.7 Transit Asset Management Plan

CHOWCHILLA must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. A TAM plan must be updated in its entirety at least every four years, and it must cover a horizon period of at least four years. The selection of targets that address transit asset management shall be coordinated, to the maximum extent practicable, with MCTC to ensure consistency with the performance targets that public transportation providers establish.

SECTION 3: FTIP Project Monitoring and Maintenance

3.1 Progress Reporting

The MCTC will be responsible for tracking the overall progress of all projects in the FTIP. MCTC will prepare an annual list of projects for which federal funds have been obligated in the preceding year and will ensure that it is made available for public review.

CHOWCHILLA will assist MCTC's effort to track the overall progress of FTIP projects by submitting an annual report that addresses the status of each project receiving federal funds. At a minimum, the report will do the following:

- a) Identify and correlate the documentation of projects to individual categories as identified in the FTIP (e.g., Operations, Planning, Capital Purchase, Facility Maintenance, Planning).
- b) Document the state of project implementation.
- c) If the project is behind schedule, include the reasons for the delay.
- d) Status of amount of federal funding obligated, received and used to support projects.
- e) Identify the need for a FTIP amendment.

In addition to providing the above supporting documents, CHOWCHILLA will forward to MCTC a final copy of all planning documents produced as a result of receiving FTA funding. This will assist MCTC in overall transit planning and ensure that FTA funds were used accordingly for planning purposes as per FTA's requirements. Documents need to be sent to the following address:

Attention: Patricia Taylor, Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

3.2 FTIP Amendments

MCTC's Executive Director will exercise the authority delegated by the MCTC Policy Board to process minor administrative amendments, involving for example, minor changes in the project scope, shifting of federal funds between project phases within the triennial element of the FTIP.

As part of the annual report, or sooner if required, CHOWCHILLA will alert MCTC to the need to amend the FTIP. In general, reasons for a FTIP amendment include, for example, funding shortfalls, delays in project implementation and/or new projects that need to be included in the document.

SECTION 4: MOU Amendment

This MOU may be amended by the written consent of both parties.

SECTION 5: MOU Termination

Either party upon thirty (30) days of written notification to the other may terminate this MOU.


SECTION 6: Authorization of MOU

4.1 Authorization

By signature, we agree that the responsibilities outlined in this MOU foster healthy collaboration for the purpose of fostering transit planning and programming federal funds within the MCTC Federal Transportation Improvement Program.




ROD PRUETT Date
City Administrator, City of Chowchilla



PATRICIA TAYLOR Date
Executive Director, MCTC

APPROVE AS TO FORM:



MARY LERNER Date
City Attorney, City of Chowchilla

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
MADERA COUNTY TRANSPORTATION COMMISSION
AND
COUNTY OF MADERA**

“Regarding the Coordination of Ongoing Transit Planning and Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services by the County of Madera”.

This Memorandum of Understanding (MOU) is entered into between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as (MCTC), and the COUNTY OF MADERA, hereinafter referred to as (COUNTY), a public transportation provider, as of this ___ day of _____ 2020. The purpose of this MOU is to:

1. Foster a cooperative and mutually beneficial working relationship between MCTC and COUNTY for the provision of comprehensive, effective, and coordinated transit planning on behalf of COUNTY’S public mass transportation system; and
2. Identify the transit planning responsibilities in coordination with the State of California for the purpose of programming federal funds within the MCTC Federal Transportation Improvement Program (FTIP).

WITNESS THAT:

WHEREAS, COUNTY was incorporated as a General Law County in 1856; and

WHEREAS, COUNTY as a rural area, is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation; and,

WHEREAS, MCTC is the Metropolitan Planning Organization (MPO), the Regional Comprehensive Planning Agency, the Regional Transportation Planning Agency (RTPA), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code; and

WHEREAS, MCTC is directed by a six-member board, composed of six locally elected officials: three members of the Madera County Board of Supervisors, two members of the Madera City Council, and one member of the Chowchilla City Council; and

WHEREAS, MCTC has developed a committee structure that advises the MCTC Board on all planning and policy questions. These committees include the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, 23 CFR 450.310 (b) and 450.312 require MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for their designated areas. These plans and programs are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the

mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, 23 CFR 450.314 (h) requires a written agreement between MCTC and COUNTY describing mutual responsibilities for carrying out performance-based planning and programming in metropolitan areas; and

WHEREAS, 23 CFR 450.306 (d)(2)(iii) – The selection of performance targets that address performance measures described in 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d); and

WHEREAS, 49 CFR 625.45 (b)(1) requires transit providers and group TAM plan sponsors to set state of good repair (SGR) performance targets, as required; and

WHEREAS, MCTC and COUNTY rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning; and

NOW, THEREFORE, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follow:

SECTION 1: Responsibilities of MCTC and COUNTY

1.1 Communication

A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs. MCTC is required to update the FTIP every even numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

As a rural area, COUNTY is eligible to apply for FTA Section 5311 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation. Projects will be programmed and constrained based on the annual FTA appropriation and/or other awarded grants.

As the federally designated MPO, MCTC is responsible for allocating certain federal formula transit funds to COUNTY, City of Chowchilla and the City of Madera. MCTC shall allocate the federal transit funds based on a formula developed cooperatively with the local jurisdictions.

The Executive Director of MCTC and the County Administrative Officer of COUNTY are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed.

1.2 Representation on MCTC Board and Committees

COUNTY shall:

- a) Have representation on the TAC. The TAC meetings are held on the second Monday of every month.

- b) Facilitate and assist with SSTAC meetings and serve as a voting member. The SSTAC meeting notices are mailed in advance of meetings.

SECTION 2: Transit Planning

2.1 Short Range Transit Plan

In accordance with the planning regulations and Federal Transit Administration (FTA) guidance, COUNTY and/or MCTC may prepare a five (5) year short-range transit plan to support sound financial and operational decision-making in transit planning and programming. In the development of short-range transit plans, the local jurisdictions included in the plan will provide a draft list of projects for FTA funding. The list shall:

- a) Identify and describe the scope of the specific projects and services, which address ongoing and increased transit demands. These projects and services are to include Americans with Disabilities Act (ADA), and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by MCTC.
- b) Provide qualitative and quantitative analysis showing how the project addresses transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year represented in the plan. In addition, identify anticipated discretionary funding estimates for the FTIP.

2.2 Long Range Transit Plan

The transit action element of the RTP should assess the transportation needs of COUNTY and sets forth improvements necessary to address those needs over a twenty (20) year period and updated every four (4) years.

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A final copy of all transit planning documents, including State and/or federal reviews, National Transit Database, and State Controller Reports, as well as the transit asset management plans and State of Good Repair will be forwarded by COUNTY to MCTC. This will assist MCTC in overall transit planning coordination, as well as ensuring that FTA and FHWA transit funds are used as planned, per FTA and FHWA requirements.

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- f) Air Quality benefits;
- g) Overall cost effectiveness; and
- h) Leveraging of other funding sources.

2.5 Regional Planning

MCTC will provide a forum that will foster partnerships wherein the development of public transit services through Madera County will be accomplished. As part of the coordinated regional transportation system, MCTC will expand the continuing, cooperative, and comprehensive planning of the transportation system in COUNTY.

MCTC will be responsible for the development of the regional planning documents such as the Regional Transportation Plan and the analysis and determination of Unmet Transit Needs. COUNTY will have the opportunity to provide technical advice during the development of these regional planning documents through the MCTC committee structure.

As a critical part of the regional planning process, COUNTY will assist MCTC with efforts to achieve regional goals including the requirement to assist in the attainment of federal air quality standards and performance targets.

2.6 Application for Transit Funding

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COUNTY must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. A TAM plan must be updated in its entirety at least every four years, and it must cover a horizon period of at least four years. The selection of targets that address transit asset management shall be coordinated, to the maximum extent practicable with MCTC to ensure consistency with the performance targets that public transportation providers establish.

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Attention: Patricia Taylor, Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

3.2 FTIP Amendments

MCTC's Executive Director will exercise the authority delegated by the MCTC Policy Board to process minor administrative amendments, involving for example, minor changes in the project scope, shifting of federal funds between project phases within the quadrennial element of the FTIP.

As part of the annual report, or sooner if required, COUNTY will alert MCTC to the need to amend the FTIP. In general, reasons for FTIP amendment includes, for example, funding shortfalls, delays in project implementation, and/or new projects that need to be included in the document.

SECTION 4: MOU Amendment

This MOU may be amended by the written consent of both parties.

SECTION 5: MOU Termination

Either party upon thirty (30) days of written notification to the other may terminate this MOU.

SECTION 6: Authorization of MOU

4.1 Authorization

By signature, we agree that the responsibilities outlined in this MOU foster healthy collaboration for the purpose of fostering transit planning and programming federal funds within the MCTC Federal Transportation Improvement Program.

			
DARIN MCCANDLESS	Date	PATRICIA TAYLOR	Date
Administrative Officer, County of Madera		Executive Director, MCTC	

APPROVE AS TO FORM:

Dale E. Bacigalupi
Digitally signed by: Dale E. Bacigalupi
 DN: CN = Dale E. Bacigalupi email =
 /dibacigalupi@cozanosmith.com C = US
 Date: 2020.02.19 11:38:01 -08'00'

Madera County Counsel Date

MEMORANDUM OF UNDERSTANDING
BETWEEN THE
MADERA COUNTY TRANSPORTATION COMMISSION
AND
CITY OF MADERA

“Regarding the Coordination of Ongoing Transit Planning and Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services by the City of Madera”.

This Memorandum of Understanding (MOU) is entered into between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as (MCTC), and the CITY OF MADERA, hereinafter referred to as (MADERA), a public transportation provider, as of this ___ day of _____ 2020. The purpose of this MOU is to:

1. Foster a cooperative and mutually beneficial working relationship between MCTC and MADERA for the provision of comprehensive, effective, and coordinated transit planning on behalf of MADERA’S public mass transportation system; and
2. Identify the transit planning responsibilities in coordination with the State of California for the purpose of programming federal funds within the MCTC Federal Transportation Improvement Program (FTIP).

WITNESS THAT:

WHEREAS, MADERA was incorporated as a General Law city in 1907; and

WHEREAS, MADERA as a designated urbanized area, is a public transportation provider that is eligible to apply for and receive Federal Transit Administrative (FTA) Section 5307 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation; and,

WHEREAS, MCTC is the Metropolitan Planning Organization (MPO), the Regional Comprehensive Planning Agency, the Regional Transportation Planning Agency (RTPA), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code; and

WHEREAS, MCTC is directed by a six-member board, composed of six locally elected officials: three members of the Madera County Board of Supervisors, two members of the Madera City Council, and one member of the Chowchilla City Council; and

WHEREAS, MCTC has developed a committee structure that advises the MCTC Board on all planning and policy questions. These committees include the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, 23 CFR 450.310 (b) and 450.312 require MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for their designated areas. These plans and programs are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the

mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, 23 CFR 450.314 (h) requires a written agreement between MCTC and MADERA describing mutual responsibilities for carrying out performance-based planning and programming in metropolitan areas; and

WHEREAS, 23 CFR 450.306 (d)(2)(iii) – The selection of performance targets that address performance measures described in 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5236 (c) and 49 U.S.C. 5329 (d); and

WHEREAS, 49 CFR 625.45 (b)(1) requires transit providers and group TAM plan sponsors to set state of good repair (SGR) performance targets, as required; and

WHEREAS, MCTC and MADERA rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning.

NOW, THEREFORE, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follow:

SECTION 1: Responsibilities of MCTC and MADERA

1.1 Communication

A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs. MCTC is required to update the FTIP every even numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

As a designated urbanized area, MADERA is eligible to apply for FTA Section 5307 and other FTA funding for capital, operating, and planning assistance for the delivery of public mass transportation. Projects will be programmed and constrained based on the annual FTA appropriation and/or other awarded grants.

As the federally designated MPO, MCTC is responsible for allocating certain federal formula transit funds to MADERA, City of Chowchilla and the County of Madera. MCTC shall allocate the federal transit funds based on a formula developed cooperatively with the local jurisdictions.

The Executive Director of MCTC and the City Manager of MADERA are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed.

1.2 Representation on MCTC Board and Committees

MADERA shall:

- a) Appoint one (1) representative and alternate to serve on the TAC. The TAC meetings are held on the second Monday of every month.
- b) Appoint one (1) representative and alternate to serve as a voting member of the MCTC SSTAC. The SSTAC meeting notices are mailed in advance of meetings.

SECTION 2: Transit Planning

2.1 Short-Range Transit Plan

In accordance with the planning regulations and Federal Transit Administration (FTA) guidance, MADERA and/or MCTC may prepare a five (5) year short-range transit plan to support sound financial and operational decision-making in transit planning and programming. In the development of short-range transit plans, the local jurisdictions included in the plan will provide a draft list of projects for FTA funding. The list shall:

- a) Identify and describe the scope of the specific projects and services, which address ongoing and increased transit demands. These projects and services are to include Americans with Disabilities Act (ADA), and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by MCTC.
- b) Provide qualitative and quantitative analysis showing how the project addresses transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year represented in the plan. In addition, identify anticipated discretionary funding estimates for the FTIP.

2.2 Long Range Transit Plan

The transit action element of the RTP should assess the transportation needs of MADERA and sets forth improvements necessary to address those needs over a twenty (20) year period and updated every four (4) years.

2.3 Planning Assistance

MCTC will provide input into the development of the transit planning documents produced by MADERA. In addition, MCTC will work cooperatively with and assist MADERA in its efforts to generate planning and forecasting information needed to establish and maintain transit-planning documents. The type of assistance provided by MCTC may include, but is not limited to, the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth, and use assumptions for the purpose of transit forecasting and development (e.g. trip generation tables, census information, maps, performance targets).
- b) Assist in securing funds to conduct transit demand studies and in-depth analysis.
- c) Assist MADERA in obtaining State and federal funding of projects consistent with the MCTC Regional Transportation Plan (e.g. facilitating FTIP amendments).
- d) Establish performance targets that address the performance measures or standards established by the State or by establishing quantifiable targets for these measures agreed upon by MADERA and MCTC.
- e) Establish report process and deadlines for performance data.

A final copy of all transit planning documents, including State and/or federal reviews, National Transit Database, and State Controller Reports, as well as the transit asset

management plans, State of Good Repair, and the Public Transportation Agency Safety Plan will be forwarded by MADERA to MCTC. This will assist MCTC in overall transit planning coordination, as well as ensuring that FTA and FHWA transit funds are used as planned, per FTA and FHWA requirements.

2.4 FTIP Programming Criteria

As part of the FTIP updating process, federally funded projects are programmed by MCTC on behalf of all transit providers receiving federal funds through the FTIP. For proposed transit projects, the criteria used for the programming of federal funds within the MCTC FTIP are essential. MCTC and MADERA may employ the following selection criteria to establish priorities for transit funding.

- a) Project purpose and need;
- b) Anticipated benefits;
- c) Degree to which a project will improve transit availability;
- d) Degree to which a project will improve level of service performance standards;
- e) Degree to which a project will, once implemented, make progress toward achieving performance targets;
- f) Air Quality benefits;
- g) Overall cost effectiveness; and
- h) Leveraging of other funding sources.

2.5 Regional Planning

MCTC will provide a forum that will foster partnerships wherein the development of public transit services through Madera County will be accomplished. As part of the coordinated regional transportation system, MCTC will expand the continuing, cooperative, and comprehensive planning of the transportation system in MADERA.

MCTC will be responsible for the development of the regional planning documents such as the Regional Transportation Plan and the analysis and determination of Unmet Transit Needs. MADERA will have the opportunity to provide technical advice during the development of these regional planning documents through the MCTC committee structure.

As a critical part of the regional planning process, MADERA will assist MCTC with efforts to achieve regional goals including the requirement to assist in the attainment of federal air quality standards and performance targets.

2.6 Application for Transit Funding

MADERA will prepare applications to the FTA for federal transit funding. MCTC will review the applications, consistency of projects with FTIP programming, and prepare a letter of concurrence if information is accurate. MADERA's application for federal funding shall be consistent with the MCTC Regional Transportation Plan as required by federal guidelines. MADERA shall work with MCTC to develop consistent funding requests from all potential transit funding sources in order to prevent funding delays.

2.7 Transit Asset Management Plan

MADERA must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. A TAM plan must be updated in its entirety at least every four years, and it must cover a horizon period of at least four years. The selection of targets that address transit asset management shall be coordinated, to the maximum extent practicable with MCTC to ensure consistency with the performance targets that public transportation providers establish.

2.8 Public Transportation Agency Safety Plan

MADERA must develop a Public Transportation Agency Safety Plan (PTASP) plan if receives federal financial assistance under 49 U.S.C. Chapter 53, Section 5307 as a recipient or subrecipient. The plan must include performance targets. A PTASP must be updated and certified by the transit agency annually.

SECTION 3: FTIP Project Monitoring and Maintenance

3.1 Progress Reporting

The MCTC will be responsible for tracking the overall progress of all projects in the FTIP. MCTC will prepare an annual list of projects for which federal funds have been obligated in the preceding year and will ensure that it is made available for public review.

MADERA will assist MCTC's effort to track the overall progress of FTIP projects by submitting an annual report that addresses the status of each project receiving federal funds. At a minimum, the report will do the following:

- a) Identify and correlate the documentation of projects to individual categories as identified in the FTIP (e.g., Operations, Planning, Capital Purchase, Facility Maintenance, Planning).
- b) Document the state of project implementation.
- c) If the project is behind schedule, include the reasons for the delay.
- d) Status of amount of federal funding obligated, received and used to support projects.
- e) Identify the need for a FTIP amendment.

In addition to provide the above supporting documents, MADERA will forward to MCTC a final copy of all planning documents produced as a result of receiving FTA funding. This will assist MCTC in overall transit planning and ensure that FTA funds were used accordingly for planning purposes as per FTA's requirements. Documents need to be sent to the following address:

Attention: Patricia Taylor, Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

3.2 FTIP Amendments

MCTC's Executive Director will exercise the authority delegated by the MCTC Policy Board to process minor administrative amendments, involving for example, minor changes in the project scope, shifting of federal funds between project phases within the quadrennial element of the FTIP.

As part of the annual report, or sooner if required, MADERA will alert MCTC to the need to amend the FTIP. In general, reasons for FTIP amendment includes, for example, funding shortfalls, delays in project implementation and/or new projects that need to be included in the document.

SECTION 4: MOU Amendment

This MOU may be amended by the written consent of both parties.

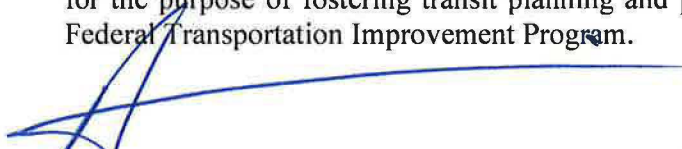
SECTION 5: MOU Termination

Either party upon thirty (30) days of written notification to the other may terminate this MOU.


SECTION 6: Authorization of MOU

4.1 Authorization

By signature, we agree that the responsibilities outlined in this MOU foster healthy collaboration for the purpose of fostering transit planning and programming federal funds within the MCTC Federal Transportation Improvement Program.



ANDREW J. MEDELLIN Date
Mayor, City of Madera

 5/20/2020

Date PATRICIA TAYLOR Date
Executive Director, MCTC

APPROVE AS TO FORM:

 2/24/14

City Attorney, City of Madera Date



Appendix G

EPA Air Quality Screening Criteria

EPA Air Quality Screening Criteria

1.00 Safety Programs

1.01 Railroad/highway crossing.

1.03 Safer non-Federal-aid system roads.

1.04 Shoulder Improvements.

1.05 Increasing Sight Distance.

1.06 Safety Improvement Program.

1.07 Traffic control devices and operating assistance other than signalization projects.

1.08 Railroad/highway crossing warning devices.

1.09 Guardrails, median barriers, crash cushions.

1.10 Pavement resurfacing and/or rehabilitation.

1.11 Pavement marking demonstration.

1.12 Emergency Relief (23 U.S.C. 125).

1.13 Fencing.

1.14 Skid treatments.

1.15 Safety roadside rest areas.

1.16 Adding medians.

1.17 Truck climbing lanes outside the urbanized area.

1.18 Lighting improvements.

1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).

1.20 Emergency truck pullovers.

2.00 Mass Transit

2.01 Operating assistance to transit agencies.

2.02 Purchase of support vehicles.

2.03 Rehabilitation of transit vehicles.

- 2.04 Purchase of office, shop, and operating equipment for existing facilities.
- 2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
- 2.06 Construction or renovation of power, signal, and communications systems.
- 2.07 Construction of small passenger shelters and information kiosks.
- 2.08 Reconstruction or renovation of transit buildings and structures.
- 2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way.
- 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- 2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
- 3.00 Air Quality
 - 3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
 - 3.02 Bicycle and pedestrian facilities.
- 4.00 Landscaping/Signs
 - 4.01 Non Construction related activities.
 - 4.05 Engineering studies
 - 4.06 Noise attenuation.
 - 4.07 Advance land acquisitions
 - 4.08 Acquisition of scenic easements.
 - 4.09 Plantings, landscaping, etc.
 - 4.10 Sign removal.
 - 4.11 Directional and informational signs.
 - 4.12 Transportation enhancement activities
 - 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase
- 5.00 Other
 - 5.01 Intersection channelization projects.
 - 5.02 Intersection signalization projects at individual intersections.

5.03 Changes in vertical and horizontal alignment.

5.04 Interchange reconfiguration projects.

5.05 Truck size and weight inspection stations.

5.06 Bus terminals and transfer points.

5.07 Traffic signal synchronization projects.

Appendix H

Federally Approved Projects that Implement Approved TCMs

Federally Funded Projects that Implement Approved TCMs

Jurisdiction/Agency	TIP/RTIP Project ID	CTIPs Project ID	Description			Estimated Cost	Exemption Code (per CTIPs - next sheet)
TCM1 - Traffic Flow Improvements							
CHOWCITY	MAD302053	2210000289	Ave 24 1/2	UPRR to Road 15 1/2	Shoulder Paving	\$300,000	1.04
MADCO	MAD102060	2210000286	Road 23	Ave 8 1/2 to Ave 9 1/2	Shoulder Paving	\$187,000	1.04
MADCO	MAD102061	2210000288	Ave 9	Road 23 to Road 23 1/2	Shoulder Paving	\$99,000	1.04
MADCO	MAD102073	2210000370	Road 36	Avenue 9 to Avenue 12	Shoulder Paving	\$563,000	1.04
MADCO	MAD102074	2210000371	Road 36	Avenue 12 1/2 to Avenue 15	Shoulder Paving	\$469,000	1.04
MADCO	MAD102075	2210000372	Road 36	Avenue 15 to Highway 145	Shoulder Paving	\$563,000	1.04
MADCO	MAD102076	2210000373	Road 209	SR 41 to 4.6 miles North	Shoulder Paving	\$863,000	1.04
MADCO	MAD102077	2210000374	Road 23	Avenue 14 to Avenue 15 1/2, 18 1/2 South 2,000 linear feet	Shoulder Paving	\$357,000	1.04
MADCO	MAD102079	2210000376	Road 12	Avenue 25 to City Limits (1 mile)	Shoulder Paving	\$188,000	1.04
MADCITY	MAD202072	2210000284	Raymond Road	Raymond Road	Shoulder Paving, Curb and Gutter	\$314,000	1.04
MADCITY	MAD202079	2210000333	Madera	Sports Complex	Shoulder Paving, Curb, Gutter	\$306,000	1.04
MADCITY	MAD202080	2210000334	Madera	Various Locations	Alley Paving	\$185,000	1.10
MADCITY	MAD202081	2210000335	Madera	Intersections of 4th Street, Lake Street, and Central Avenue	Intersection Improvements	\$566,000	1.07
MADCITY	MAD202091	2210000381	Pecan Avenue	Pine to Golden State Boulevard	Shoulder Paving	\$665,000	1.04
MADCITY	MAD202095	2210000385	Madera	Purchase and Install Adaptive Signal Control Technology	Traffic Signal Upgrades	\$135,000	5.07
MADCO	MAD102081	2210000410	Shoulder Paving Road 16	Shoulder paving of 4 feet on each side of the roadway on Road 16 from SR 152 to Avenue 24 for a distance of .95 miles	Shoulder Paving	\$197,000	1.04
MADCO	MAD102082	2210000413	Shoulder Paving Avenue 9	Shoulder paving of 4 feet on each side of the roadway on Avenue 9 from Road 38 to Childrens Boulevard SR 145 for a distance of 2.84 miles	Shoulder Paving	\$567,000	1.04
MADCO	MAD102083	2210000414	Shoulder Paving Avenue 7	Shoulder paving of 4 feet on each side of the roadway on Avenue 7 from Road 30 1/2 to SR 145 for a distance of 3.5 miles	Shoulder Paving	\$724,000	1.04
MADCO	MAD102084	2210000415	Shoulder Paving Avenue 12	Shoulder paving of 4 feet on each side of the roadway on Avenue 12 from Road 23 to Road 19 for a distance of 4 miles	Shoulder Paving	\$762,000	1.04
MADCO	MAD102085	2210000416	Shoulder Paving Avenue 18 1/2	Shoulder paving of 4 feet on each side of the roadway on Avenue 18 1/2 from Golden State Boulevard to 5 miles west for a distance of 5 miles	Shoulder Paving	\$998,000	1.04
MADCO	MAD102086	2210000417	Shoulder Paving Robertson Boulevard	Shoulder paving of 4 feet on each side of the roadway on Robertson Boulevard from SR 152 to Avenue 18 1/2 for a distance of 5.4 miles	Shoulder Paving	\$1,126,000	1.04
MADCITY	MAD217037	2210000412	Alley Paving Various Locations	Alley Paving (currently unpaved) 10-15 locations throughout the City of Madera	Alley Paving	\$690,000	1.10
MADCITY	MAD217040	2210000421	Traffic Signalization D Street and South Street	New Traffic Signal on D Street and South Street	Traffic Signal	\$450,000	5.02
MADCITY	MAD217041	2210000422	Traffic Signalization Cleveland Avenue and Granada Drive	New Traffic Signal on Cleveland Avenue and Granada Drive	Traffic Signal	\$450,000	5.02
CHOWCITY	MAD302053	2210000289	Ave 24 1/2 Shoulder Paving	Ave 24 1/2 - UPRR to Road 15 1/2 - Shoulder Paving	Shoulder Paving	\$300,000	1.04
CHOWCITY	MAD302057	2210000409	Alley Paving	Robertson/Kings & Robertson/Trinity Alley Paving Project (currently unpaved)	Alley Paving	\$759,000	1.10
TCM2 - Public Transit							
CHOWCITY	MAD313036	2210000295	CATX	Operating Assistance		\$884,000	2.01
MADCO	MAD113041	2210000298	County	Operating Assistance		\$2,487,000	2.01
MADCO	MAD113049	2210000397	Preventative Maintenance	Operating Assistance		\$330,000	2.01
MADCITY	MAD213091	2210000302	DAR	Operating Assistance		\$5,006,000	2.01
MADCITY	MAD213092	2210000303	MAX	Operating Assistance		\$5,093,000	2.01
MADCITY	MAD213093	2210000304	Intermodal Center	Operating Assistance		\$576,000	2.01
MADCITY	MAD213094	2210000321	MAX Preventative Maintenance	Operating Assistance		\$743,000	2.01
MADCITY	MAD213104	2210000403	Transit Facility Operating Assistance	Operating Assistance		\$424,000	2.01
MADCITY	MAD213105	2210000404	Bus Shelters	Bus Shelters		\$320,000	2.07
MADCO	MAD113050	2210000398	Bus Shelters	Bus Shelters		\$155,000	2.07
TCM3 - Bicycle/Pedestrian Program							
MADCO	MAD102059	2210000249	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities	\$1,641,000	3.02
MADCITY	MAD202069	2210000284	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities	\$336,000	3.02
MADCITY	MAD202074	2210000315	Cleveland Avenue	Cleveland Avenue to Fresno River on MID	Construct Bike/Ped Facilities	\$379,000	3.02
MADCITY	MAD202083	2210000337	Schnoor Avenue	Sidewalk Construction Between Sunset Avenue and Fresno River	Construct Pedestrian Facilities	\$150,000	3.02
MADCITY	MAD202086	2210000340	Fresno River Trail	Between North-South Trail Behind Montecito Park and Granada Drive (Phase II)	Construct Bike/Ped Facilities	\$146,000	3.02
MADCITY	MAD217036	2210000411	Pedestrian Facilities Washington School	Around elementary school	Construct Bike/Ped Facilities	\$368,000	3.02
MADCITY	MAD217038	2210000418	Pedestrian Bridge over Fresno River	Granada Avenue Pedestrian Bridge over the Fresno River	Construct Bike/Ped Facilities	\$2,500,000	3.02
CHOWCITY	MAD302058	2210000419	Pedestrian Improvements Project	Riverside Avenue, 8th Street, & Kings Avenue Pedestrian Improvements Project	Construct Bike/Ped Facilities	\$1,647,000	3.02
TCM5 - Alternative Fuels Program							
MADCITY	MAD213101	2210000350	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$171,000	2.10
MADCITY	MAD213102	2210000351	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$220,000	2.10
MADCITY	MAD213103	2210000352	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$253,000	2.10
MADCITY	MAD217039	2210000420	Madera	Purchase New Electric Bus and Charging Facilities	Fleet Conversion/EV Infrastructure	\$586,000	4.12
MADCITY	MAD215010	2210000427	Madera	Purchase New Transit Vehicle	Fleet Conversion	\$242,000	2.10
MADCO	MAD115006	2210000400	Madera County	Purchase New Transit Vehicle	Fleet Conversion	\$271,000	2.10
MADCO	MAD115010	2210000426	Madera County	Purchase New Transit Vehicle	Fleet Conversion	\$247,000	2.10
CHOWCITY	MAD315011	2210000429	Chowchilla	Purchase New Transit Vehicle	Fleet Conversion	\$139,000	2.10
CHOWCITY	MAD315010	2210000428	Chowchilla	Purchase New Transit Vehicle	Fleet Conversion	\$92,000	2.10
MADCITY	MAD213110	2210000423	Madera	Electric Vehicle Charging Station	EV Infrastructure	\$149,000	4.12
MADCO	MAD113110	2210000424	Madera County	Purchase 3 New Paratransit Vehicles	Fleet Conversion	\$444,000	2.10
MADCO	MAD113111	2210000425	Madera County	Purchase 2 New Paratransit Vehicles	Fleet Conversion	\$326,000	2.10

Appendix I

Annual Listing of Projects

Current Annual Listing of Projects with Federal Funding

The Current MCTC Annual Listing of Projects with Federal Funding may be found on the MCTC website:

[*MCTC Annual Listing of Projects*](#)

Appendix J

MCTC Public Participation Plan

Current MCTC Public Participation Plan

The Current MCTC Public Participation Plan may be found on the MCTC website: [MCTC Public Participation Plan](#)

Appendix K

MCTC Resolution

**BEFORE THE
MADERA COUNTY TRANSPORTATION COMMISSION
RESOLUTION NO. 21-01**

**RESOLUTION ADOPTING THE MADERA COUNTY TRANSPORTATION COMMISSION
2021 FTIP
AND CONFORMITY ANALYSIS**

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2021 Federal Transportation Improvement Program (2021 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the MCTC forum and general public involvement; and

WHEREAS, the 2021 FTIP program listing is consistent with: 1) the 2018 Regional Transportation Plan; 2) the 2020 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2021 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2021 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, MCTC has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2021 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2021 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2021 FTIP conforms to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by MCTC advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Madera County consistent with public participation process adopted by MCTC; and

WHEREAS, a public hearing was conducted on January 20, 2021 to hear and consider comments on the 2021 FTIP and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts the 2021 FTIP and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the MCTC finds that 2021 FTIP is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by MCTC this 17th day of February 2021.

AYES: 6

NOES: 0

ABSTAIN: 0

ABSENT: 0

Signed:

Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the MCTC duly adopted at a regular meeting thereof held on the 17th day of February, 2021.

Signed:

Executive Director

Appendix L

Public Notice and Response to Comments

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND
DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on January 20, 2021 at 3:00 p.m. regarding the Draft 2021 Federal Transportation Improvement Program (2021 FTIP) and the corresponding Draft Conformity Analysis for the 2021 FTIP and 2018 RTP. The purpose of this public hearing is to receive public comments on these documents. In accordance with Governor Newsom's Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. 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. Additional information regarding the public hearing will be included in the January 20, 2021 meeting agenda.

- The 2021 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA Section 5307 dollars) will be the final program.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter.

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or Spanish or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the American Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

A 30-day public review and comment period will commence on December 18, 2020 and conclude on January 17, 2021. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 (by appointment) and on the MCTC website at [MCTC Draft 2021 FTIP](#).

Public comments are welcomed at the hearing or may be submitted in writing by January 17, 2021 to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on February 17, 2021. The documents will then be submitted to state and federal agencies for approval.

Contact Persons:

Draft 2021 FTIP
Jeff Findley, Principal Regional Planner
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721
Jeff@maderactc.org

Draft 2021 Conformity Analysis
Dylan Stone, Principal Regional Planner
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721
dylan@maderactc.org

Proof of Publication

(2015.5 C.C.P.)

NOTICE OF PUBLIC HEARING

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 3687

STATE OF CALIFORNIA)
)
 County of Madera) SS.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of General circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

DECEMBER 19, 2020

I certify or declare under penalty of perjury that the foregoing is true and correct.


 Signature

DATED: DECEMBER 19, 2020

(1-1-2021)
JK

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND
DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on January 20, 2021 at 3:00 p.m. regarding the Draft 2021 Federal Transportation Improvement Program (2021 FTIP) and the corresponding Draft Conformity Analysis for the 2021 FTIP and 2018 RTP. The purpose of this public hearing is to receive public comments on these documents. In accordance with Governor Newsom's Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. 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. Additional information regarding the public hearing will be included in the January 20, 2021 meeting agenda.

- The 2021 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA Section 5307 dollars) will be the final program.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2021 FTIP and 2018 RTP meet the air quality conformity requirements for ozone and particulate matter.

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or Spanish or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the American Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, or email sandy@maderact.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

A 30-day public review and comment period will commence on December 18, 2020 and conclude on January 17, 2021. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 (by appointment) and on the MCTC website at MCTC Draft 2021 FTIP.

Public comments are welcomed at the hearing or may be submitted in writing by January 17, 2021 to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on February 17, 2021. The documents will then be submitted to state and federal agencies for approval.

Contact Persons:

Draft 2021 FTIP
 Jeff Findley, Principal Regional Planner
 2001 Howard Road, Suite 201
 Madera, CA 93637
 (559) 675-0721
 Jeff@maderact.org

Draft 2021 Conformity Analysis
 Dylan Stone, Principal Regional Planner
 2001 Howard Road, Suite 201
 Madera, CA 93637
 (559) 675-0721
 dylan@maderact.org

No. 3687 - December 19, 2020

Response to Comments – Draft 2021 FTIP

January 20, 2021 Public Hearing

No public comments were received.

Caltrans Office of Federal Transportation and Data Management Email Received on January 15, 2021

Thank you for your comments on the Madera County Draft 2021 FTIP. Please see our responses to your comments below.

1. Grouped Project Listing: Recommend including totals by FFY for those spreadsheets that you create. It will help expedite my review.

Response: MCTC created Grouped Project Listings now include totals by Federal Fiscal Year.

2. Revenue Table: Since MCTC exchanges STBGP funds for state cash, the revenues should be reflected in the “Local” revenues funding source - “RSTP Exchange Funds.”

Response: Correction made to the FTIP Financial Summary Revenue Table and it is now consistent with prior MCTC FTIP programming.

3. Programmed Table: Thank you for providing the CTIPS MPO Fund Type report. It confirms the programmed dollar amounts reflected in the financial tables are consistent with CTIPS programming.

Response: Thank you for your comment.

4. Revenue vs Programmed Table: No comment, looks good.

Response: Thank you for your comment.

5. 121-0000-0243, to comply with §450.326 (k), please remove “Future Funds” in FY 2023/24 and select a valid funding source.

Response: “Future Funds” have been removed from the 4-year programming period. The “Future Funding” amount for Construction has been included in the Comments Box on the CTIPS Project Page.

Appendix M

MCTC Expedited Project Selection Procedures

Current MCTC Expedited Project Selection Procedures

The Current MCTC Expedited Project Selection Procedures may be found on the MCTC website: [MCTC Expedited Project Selection Procedures](#)

Appendix N

FTIP Amendment Guidelines

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PROGRAMMING

1120 N STREET, MS-82

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4013

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

December 20, 2019

Executive Directors, Metropolitan Planning Organizations and
Regional Transportation Planning Agencies

Dear Executive Directors:

To streamline the federal programming process, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), revised the Federal Statewide Transportation Improvement Program (FSTIP)/Federal Transportation Improvement Program (FTIP) Amendments and Administrative Modifications Procedures.

These revisions expand the parameters of an administrative modification offering a greater opportunity to reduce the number of Amendments to the FTIPs and the FSTIP. Effective December 18, 2019, the attached procedures shall supersede the previous procedures dated June 3, 2011.

Metropolitan Planning Organizations (MPOs) with delegated authority from Caltrans may continue to approve administrative modifications to the FSTIP in accordance with these revised procedures and the following shall continue to apply.

1. MPOs may consult with staff at the Division of Transportation Programming and request reviews on proposed changes prior to approving their administrative modifications.
2. MPOs must email and send hardcopies of the approved administrative modifications to Caltrans, FHWA, FTA, and other stakeholders.
3. Approved administrative modifications are subject to the Division of Transportation Programming continual reviews to ensure compliance with programming related regulations, guidance and procedures.
4. The Division of Transportation Programming will reject any administrative modification that does not adhere to programming related regulations, guidance and procedures.

Executive Directors, et al
December 20, 2019
Page 2

5. Caltrans will withdraw its delegation from any MPO whose administrative modifications are found to be consistently noncompliant with these procedures.

For those MPOs without Caltrans delegation, no action is required, and the existing approval process remains in effect.

My staff and I appreciate and recognize the efforts of staff at FHWA and FTA, in working with us to find ways to streamline and expedite the federal programming process.

If you have any questions, please contact Muhaned Aljabiry at (916) 654-2983 or by e-mail at muhaned.aljabiry@dot.ca.gov.

Sincerely,



for BRUCE DE TERRA, Chief
Division of Transportation Programming

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 18, 2019

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra, Division Chief
Transportation Programming Federal Resources Office, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

**SUBJECT: Revised Federal Statewide Transportation Improvement Program (FSTIP) and
Federal Transportation Improvement Program (FTIP) Amendment and Administrative
Modification Procedures**

Dear Mr. de Terra:

In our letter dated June 3, 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provided the California Department of Transportation (Caltrans) revised procedures on the FSTIP/FTIP Administrative Modification and Amendment process.

Working in coordination with Caltrans, FHWA and FTA have again revised the FSTIP/FTIP Administrative Modification and Amendment Procedures. The enclosed revised procedures provide additional flexibility and will shorten project delivery time by allowing fewer formal amendments which in general takes longer to process. As part of this coordination, Caltrans has also committed to working with FHWA and FTA to implement a FSTIP/FTIP amendment schedule and an electronic approval process by December 2020.

The revised procedures detail the specific types of programming changes that may be made to the FSTIP/FTIPs as administrative modifications for which approval has been delegated to Caltrans, and changes that must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) and further clarifies parameters of an administrative modification.

Throughout the FSTIP/FTIP Administrative Modification and Amendment Procedure update process, the FHWA and FTA have been pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program.

If you have any questions regarding the attached procedures, please contact Tashia J. Clemons of the FHWA California Division at (916) 498-5066, or by email at Tashia.clemons@dot.gov or Ted Matley of the FTA's Region 9 Office at (415) 734-9468 or by email at ted.matley@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent Mammano", with a horizontal line extending to the right.

Vincent Mammano
Division Administrator
FHWA California Division

/s/ Ray Tellis

Ray Tellis
Regional Administrator
FTA Region 9

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

The following procedures are applicable for processing amendments and administrative modifications to the Federal Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the Metropolitan Planning Organization (MPO) in accordance with 23 Code of Federal Regulations (CFR) 450 and the required interagency consultation or coordination is completed and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modification:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through an administrative modification:

- i. Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the description of grouped project listings, as defined in 23 CFR Part 450.326 (h), if it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- iii. Revise the funding amount listed for a project or a project phase:
 - a. Additional funding to an individually listed project is limited to the lesser of 50 percent of the total project cost or \$20 million.
 - b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation.
(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint if an MPO has processed only administrative modifications for a period of six months or more.)
- iv. Program the Preliminary Engineering (PE) phase provided the Right of Way and/or Construction phase(s) are already programmed in the current FSTIP/FTIP and additional funding amounts stay within the limits specified in section iii.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program federal funds for advance construction conversion provided that programming capacity is available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has an adopted EPSP that is developed in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects provided the schedule and scope remain unchanged.
- x. Add or delete a project or projects from a grouped project listing.
- xi. Program emergency repair projects on state and local highways caused by natural disasters or catastrophic failures from external causes that are not covered by the Emergency Relief Program and exempt from air quality conformity requirements.
- xii. Re-program a project for which FHWA funds were transferred to the FTA in a prior FSTIP/FTIP cycle but has not received grant approval from the FTA. Those projects can be programmed in the current FSTIP/FTIP through an administrative modification provided the original scope or cost remain unchanged. Use the type "FTA 5307 (FHWA Transfer Funds)" to program in the FSTIP/FTIP.
- xiii. Program an FTA-funded project from the prior FSTIP/FTIP cycle into the current FSTIP/FTIP provided the original scope or cost of the project remain unchanged. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and the prior year fund type.
- xiv. Make minor changes to an FTA-funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20 percent or less and changing the fuel type of transit vehicles. The MPO must conduct an interagency consultation to confirm that the project scope change is deemed minor.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

2. Amendment:

Amendments are all other modifications to the FSTIP/FTIP that are not included under the administrative modification and amendment procedures. All amendments shall be developed in accordance with the provisions of 23 CFR 450.326 for each metropolitan area in the State, and in accordance with the provisions of 23 CFR 450.218 for non-metropolitan areas.

3. Procedure:

a. Administrative Modification:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such case, Caltrans approval is not required. If an MPO Board further delegates the authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the approved administrative modification to Caltrans, the FHWA and FTA. Once the MPO approves the administrative modification, changes will be deemed part of the FSTIP. The MPO is required to demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Caltrans will conduct periodic review of each MPO's administrative modification process to confirm adherence to guidelines and procedures. Caltrans may revoke an MPO's delegation due to noncompliance with these procedures.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If an MPO Board delegates authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the administrative modification to Caltrans, the FHWA and FTA. The MPO must also demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Once Caltrans approves the administrative modification, changes will be deemed part of the FSTIP since federal approval is not required. Caltrans will notify the FHWA and FTA of the approved administrative modification. If Caltrans, the FHWA, or the FTA determines that changes in an administrative modification are not allowable under these procedures, the MPO must withdraw the administrative modification and process an amendment.

FSTIP/FTIP Administrative Modification and Amendment Procedures

December 18, 2019

b. Amendment:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, approved by the FHWA and/or the FTA in accordance with 23 CFR

450, and the July 15, 2004 MOU between FHWA - California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO must also submit the amendment to the FHWA and FTA at the same time. Once approved by Caltrans, the amendment will be forwarded to the FHWA and FTA for federal approval. The amendment will be deemed part of the FSTIP once it is approved by the FHWA and FTA. The FHWA and FTA will send the federal approval letter and respective conformity to Caltrans and the MPO.

4. Consultation:

If a question arises regarding the interpretation of these procedures, Caltrans, the MPO, the FHWA and/or FTA may consult to resolve the question. If after consultation the parties still disagree, the final decision rests with the FTA for transit projects and the FHWA for highway projects.

Any exception to these procedures is allowed only through a consultation process with MPOs, Caltrans, the FHWA, and FTA.

Appendix O

2021 FTIP Checklist

2021 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. **Timeline:**

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- ✓ The *Draft* 2021 FTIP at the start of the FTIP public review period but not later than **February 1, 2021**.
- ✓ Three copies of the *Final* 2021 FTIP, along with any amendments and administrative modifications to the 2021 FTIP by **March 1, 2021**.
- ✓ Web-link to the Final 2021 FTIP and amendments by **March 1, 2021**.

II. **FTIP Package Submittal:**

Verify the FTIP package includes the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP)____(e.g. RTP 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets air quality conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO’s Public Participation Plan (PPP)
- Project listings included in the Final 2021 FTIP are available in the California Transportation Improvement Program System
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated June 2, 2020
- Description of the anticipated effort of FTIP towards achieving the performance targets identified in the RTP
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Web link to the CMAQ project selection process
- Three copies of the Final 2021 FTIP mailed to:

**California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry**

Appendix P

How the FTIP Addresses Federal Requirements for Performance Measures

Transportation Performance Measures

MADERA COUNTY TRANSPORTATION COMMISSION

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How the FTIP Addresses Federal Requirements for Performance Measures

The Madera County Transportation Commission (MCTC) recognizes that MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) that are to be used in the development of Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). Specifically, MCTC recognizes that the draft 2021 TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in Fresno COG's latest Regional Transportation Plan, which links investment priorities to those performance targets (23 CFR 450.326(d)). MCTC does and will continue to plan and program to help achieve these statewide performance targets. We currently support and have adopted the statewide targets for safety, pavement, bridge, reliability, and freight, as we recognize the difficulty of setting MPO-level targets. While this does not exclude MCTC from setting its own target in the future, we continue to support the statewide targets as of this draft 2021 FTIP. This section contains the relevant information to support MCTC's adoption of the statewide targets, including performance management targets set by Caltrans for Safety (PM1), Pavement and Bridge Condition (PM2), and the performance of Freight, NHS, and the CMAQ Measures (PM3). MCTC has also adopted Transit Asset Management targets and will adopt Transit safety targets, due next year, in the next TIP or TIP amendment. MCTC specifically supports these performance targets by placing a large emphasis on safety, pavement condition, and air quality improvements via congestion relief in our Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) Improvement, and Active Transportation (ATP) programs. Additionally, Caltrans and MCTC coordinate on Highway Safety Improvement Program (HSIP) and State Highway Operation and Protection Program (SHOPP) funding, with an emphasis placed on funding projects that contribute to safety and pavement/bridge condition. MCTC will continue these efforts as part the 2021 FTIP and into the future.

Introduction

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) be used in development of the Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)). The MCTC will utilize its planning and programming of projects to contribute to the accomplishments of statewide performance targets. The approach at this time is to adopt and contribute toward the statewide targets for safety, pavement, bridge, reliability, and freight. This approach seems the most appropriate at this time as setting MPO level performance targets would be difficult and burdensome. It is unknown at this time how much time staff will be working on Performance-Based Planning and Programming. As our understanding of Performance Based Planning becomes clearer, MCTC may decide at a later time to set its own targets. Thus far, MCTC has elected to support the performance

management targets established by Caltrans for Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the NHS, Freight, and CMAQ Measures (PM3). Transit safety targets will be addressed in the next TIP as they are not due for adoption 180 days after the transit agencies set their targets.

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. The most recent federal transportation act, Fixing America’s Surface Transportation Act of 2016 (FAST Act), carries forward the Performance Based Planning. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures. In response, FHWA and FTA worked with state and regional agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan and FTIP.

FHWA Performance Measures

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups

PM 1: Safety

PM 2: Transportation Asset Management

PM 3: System Reliability, Freight, Congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and

4. Transit facilities including stations, parking structures, and administrative offices. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in target setting.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date is July 19, 2019, and the compliance date is July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the MCTC's Metropolitan Transportation Plan (MTP). The first MTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.ⁱⁱ

The final rule specifically requires transit agencies employing federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process, and coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. The specific performance measures for each include:

TRANSPORTATION SYSTEM SAFETY (PM 1)

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition
- Percentage of NHS bridges in 'good' condition

Madera County Transportation Commission
Transportation Performance Measures - 2021 FTIP

- Percentage of NHS bridges in 'poor' condition

NATIONAL HIGHWAY SYSTEM (NHS) PERFORMANCE (PM 3)

- Percent of interstate system mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

FREIGHT MOVEMENT (PM 3)

- Percent of interstate system mileage reporting reliable truck travel times

CMAQ PROGRAM (PM 3)

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Non-Single Occupancy Vehicle mode share

TRANSIT ASSET MANAGEMENT (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

TRANSIT SAFETY

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

How Madera County Transportation Commission Addresses Each Performance Management Group

TRANSPORTATION SYSTEM SAFETY (PM 1)

MPOs can elect to support the statewide targets, adopt region-specific targets, or do a combination of the two options. MPOs are required to report and document with Caltrans annually, 180 days after statewide safety targets are officially adopted. The safety performance management targets (PM 1) are set annually. These targets must also be incorporated into their RTP and TIP development.

Target Selection Methodology for the State and MCTC

Caltrans used a three-step process to set safety performance targets: (1) estimating the existing trends to determine where we are now, based on collision and injury, (2) determining what external factors will impact the target to forecast future trends, and (3) to estimate targets based on forecasted fatality

Madera County Transportation Commission
 Transportation Performance Measures - 2021 FTIP

reductions from safety plans. The need to forecast future collision trends is necessary since safety performance targets are set a year in advance when at least two years of collision data is unknown.

MCTC used the Transportation Injury Mapping System (TIMS) tool which applies the same assumptions used by Caltrans.

Finally, specific 2020 safety performance measure targets were developed for Madera County by applying the statewide percentage reduction targets shown in Table 1 above. Results are shown in Table 2.

In August 2020, Caltrans adopted statewide targets for 2021. Table 1 shows the state targets for 2020. MCTC has until February 2021 to adopt regional safety targets. **As of November 2020, MCTC has not adopted 2021 PM 1 targets.**

Table 1. Caltrans 2020 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Yr. Rolling Average (2018)	Percent Reduction from 2017
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Notes: The targets highlighted in gray are set in coordination with OTS. FARS is the Fatality Analysis Reporting System maintained by NHTSA (National Highway Traffic Safety Administration). FARS contains data on all crashes involving a fatality. HPMS is the Highway Performance Management System that estimates VMT on public roadways. SWITRS is the Statewide Integrated Traffic Accident Reporting System which tracks all reported accidents in California.

In February 2020, consistent with other MPOs of similar size to MCTC throughout the state, MCTC has elected to support the 2020 Caltrans statewide safety performance targets (SPMTs) by planning and programming projects that contribute to these goals. Table 2 shows the PM 1 targets for the MCTC planning region for 2020.

Table 2 MCTC PM 1 Targets for 2020

Performance Target	Data Source	5- Yr. Rolling Average (2020) for Madera	Percent Reduction (2020)	Numerical Target (2020)
Number of Fatalities	FARS	34.4	3.03%	33
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.9	3.03%	1.8
Number of Serious Injuries	SWITRS	117.6	1.5%	115.8
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.8	1.5%	4.7

Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	14.6	3.03% for Fatalities and 1.5% for Serious Injuries	14
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California did not meet their PM1 targets for 2018, specifically for rate of fatalities, number of serious injuries, and rate of serious injuries. While this does not have an immediate impact on planned projects, it will affect future HSIP funding. In April 2022, all local agencies applying for HSIP funding will be required to have a Local Road Safety Plan (LRSP).

Safety is incorporated into many of the goals and objectives within the RTP, which guides transportation planning and programming. MCTC conducts monthly public meetings through its TAC and works closely with member agencies (cities and county) and Caltrans in identifying safety issues such as nominating projects for the State Highway Operations and Protection Program (SHOPP), Highway Safety Improvement Program (HSIP), and the Congestion Mitigation and Air Quality (CMAQ) Program. There are also other programs that member agencies apply for that help fund projects that contribute toward safety such as Active Transportation Program (ATP).

Many of the projects programmed in the FTIP improve safety. For some, safety is the primary aim, and for others, safety may be a component.

MCTC has three funding programs dedicated to improving safety.

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations and Protection Program (SHOPP) Collision Reduction

ATP

The ATP funds bicycle and/or pedestrian projects. Since people are more vulnerable while walking or biking as compared to traveling in a vehicle, any project that helps them do so is likely to yield safety benefits. The ATP further emphasizes safety by allotting points for projects applications that promise to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses safety. The program’s stated purpose is to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.” Successful project applications promise to reduce fatalities and injuries. The program is designed to focus local efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

SHOPP Collision Reduction

The SHOPP is the State Highway System’s “fix-it-first” program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). All SHOPP projects are limited to capital improvements that do not add capacity (no new highway lanes) to the SHS, though some new auxiliary lanes are eligible for SHOPP funding.

The Collision Reduction category is one of eight categories that make up the SHOPP, with the intention to reduce the number or severity of collisions; within this category are two programs:

1. 201.010 - Safety Improvements: reactive approach based on analysis of collision history
2. 201.015 - Collision Severity Reduction: proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

This program is designed to reduce the number or severity of collisions on the State Highway System. Projects with a safety index above 200 qualify as safety improvement projects. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by HQ Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as safety improvement projects.

This task also includes sites identified in monitoring programs to reduce collisions for motorists, such as for wrong-way collisions, multilane, cross-median collisions, two-and three-lane cross center-line collisions and run-off-the-road collisions. It also includes non-motorized modes, such as pedestrian and bicycle facilities.

It does not include relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This task does not include projects where the prime purpose is reducing congestion.

Improving a highway, generally on existing alignment, to improve standards of width, grade, alignment or other geometric consideration is new highway construction that is included in STIP programs.

201.015 - Collision Severity Reduction

This program seeks to upgrade existing highway safety features within the roadbed's clear recovery area, resulting in reduced collisions and/or severity. Projects will include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The program is designed to be proactive in enhancing safety on the State Highway System. As such, this program will not be subject to a safety index analysis but will define projected collision severity reduction numerically. Projects will be prioritized based on the projected collision severity reduction benefits.

2020 SHOPP Collision Reduction Numbers, Statewide

A total of 920 projects are included in the 2020 SHOPP that the CTC adopted in May 2020. The 2020 SHOPP is valued at \$17.4 billion, which includes reservation amounts for programs such as the Collision Reduction Program. **The SHOPP Collision Reduction Program has 161 programmed safety projects totaling \$1,841,082,000.** The SHOPP reserves \$3,120,000,000 for 201.010 safety improvements. The reserved amount will address future safety improvements as they are identified.

MCTC's Funding Programs

In the 2021 TIP, there are \$5,369,000 in Federal, State, Regional and Local Funds are directed to projects that have a primary purpose of improving roadway safety for all users (Table 3). Funding for safety-focused projects account for 2.0 % of all the dollars in the 2021 TIP, and 8.1% of all projects in the 2021 TIP have a primary purpose of improving road safety. Locally there have been studies to improve the safety of the streets and roads funded by SB 1. These projects are not included in the FTIP but they are important for future project selection prioritization. The Safety Projects in Table 3 are investments in road safety projects which include \$5,369,000 from three key state-funded safety programs: State Highway Operation and Protection Program (SHOPP) – Collision Reduction Program, Safety Improvements (SHOPP) – Emergency Repair, and State Highway Safety Improvement Program (HSIP). In addition to the state safety investments directed to projects throughout the region, a sampling of other significant road safety investments in the 2021 TIP include:

Table 3 Safety Programs and Projects

	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element	Number of Projects
Safety Projects	5,369,000	5,369,000	2.0	4
Other Projects (Not Primarily for Safety)	18,704,000	16,213,000	6.1	17
Total	24,073,000	21,582,000	8.1	21

Transportation projects that are primarily focused on other non-safety objectives, such as congestion reduction or operational improvements, can often contribute to a safer roadway environment. Table 3 also shows other project investments, not primarily for safety, in the TIP, which are expected to reduce fatalities or serious injuries for all modes, as well as projects that result in safer travel environments specifically for bicyclists and pedestrians. Many of these projects have a primary objective other than road safety. Combined into a single measure, there are 23 projects programmed in the 2021 TIP, accounting for nearly \$212,073,000 in investments, are anticipated to reduce traffic fatalities and/or serious injuries (Table 3) these projects account for 29.9% of all projects in the FTIP.

Safety Project Highlights

MCTC is committed to the support and achievement of the statewide safety targets. Projects that have safety impact but are not entirely from safety related funding are located mainly in the CMAQ and STIP category.

Widening projects in the City of Madera, Olive Avenue, and Madera County on Lake Street, are funded under Regional Choice with Local and RSTP Exchange funds. The projects will provide congestion and safety benefits by improving the continuity and remove the need to periodically change lanes which will also reduce number of collisions.

The SR 99 Avenue 7 to Avenue 12 widening and safety project is funded with STIP, Regional Improvement Program, IIP, SB 1, SR 99 Bond, Measure T, and future funds. It will alleviate the congestion faced during peak periods, which will make it safe for drivers and freight traffic through this main corridor in the Madera region.

There are many projects that will enhance safety for all users at the local level. These projects are expected to improve safety for pedestrian and bicyclists by constructing pedestrian paths, bike facilities, improving intersections, sidewalk constructions, pedestrian bridges, and new traffic signals. These projects are funded via CMAQ and are listed by local jurisdiction:

- The City of Chowchilla pedestrian improvements are located at Riverside Avenue, 8th Street, & Kings Avenue.
- The City of Madera projects for pedestrian and bicycle safety and intersection improvements:
 - Tulare/Cleveland/Raymond Road - Construction Bike/Pedestrian Facilities
 - Construct Bike/Pedestrian Facilities - Cleveland Avenue to Fresno River on MID
 - Sidewalk Construction Along Schnoor Avenue Between Sunset Avenue and Fresno River
 - Pedestrian Facilities around Washington School
 - Intersection Improvements at the Intersections of 4th Street, Lake Street, and Central Avenue
- Madera County CMAQ, HIP, TTP funding is allocated for the construction of a Bicycle and Pedestrian Path on Road 225 and Creek Drive to Road 228.

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

MCTC elected to support the statewide PM2 targets by planning and programming projects that contribute towards the targets. Local projects that aim to maintain the local streets and roads utilize a mix of different funding sources also contribute to the overall health of the roadway system. Funding from the local measure, Measure T, is also used to maintain the local road network.

Madera County has three (3) lane miles of locally maintained NHS and zero (0) bridges on the NHS. The local NHS segment are within the jurisdiction of the City of Madera. Of the 3 locally owned NHS lane miles: 3 miles were reported in Fair condition and 0 in Poor. The baseline condition for the locally owned NHS in Madera County is **Fair** and will continue in that category for the target’s 4-year cycle. Fair condition is not reported in the targets; therefore, it is not shown in **Table 4**. There are no NHS bridges in the Madera Planning Region that need to be reported.

Table 4 Pavement and Bridge Condition

PM2: NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION	Values
Percentage of Interstate System pavement in ‘Good’ condition	N/A
Percentage of non-interstate NHS pavement in ‘Good’ condition	0
Percentage of Interstate System pavement in ‘Poor’ condition	N/A
Percentage of non-interstate NHS pavement in ‘Poor’ condition	10.5
Percentage of NHS bridges in ‘Good’ condition	N/A
Percentage of NHS bridges in ‘Poor’ condition	N/A

The following are funding sources and programs that help fund PM 2 projects in the Madera Region.

Local Funds

Cities and counties spend billions each year to maintain local roads and bridges. They derive their funding from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees report to be spent on pavement.^{iv} Some examples of local funding sources include:

- Local sales taxes (Measure T)
- Development impact fees
- City and County General Funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds tend to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because that document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to SB 1.

Federal HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies from existing local highway bridges to keep the traveling public safe. The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is “high-cost” bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

SHOPP

The SHOPP is already described above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as “SHOPP Advance Construction.” Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and “SHOPP Advance Construction” is a placeholder for what could be federal or state funds.

SHOPP Bridge Preservation

SHOPP Bridge Preservation category includes following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.112 – Bridge Rail Replacement and Upgrade
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2020 SHOPP has 156 Bridge Preservation projects totaling \$2,371,000,000. The SHOPP does not have a reservation for Bridge Preservation.

SHOPP Roadway Preservation

SHOPP Roadway Preservation category includes following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

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The 2020 SHOPP has 265 Roadway Preservation projects totaling \$5,505,000,000. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP is one of the funding sources for roadway preservation in Madera County. SHOPP and HBP funds are utilized for bridge preservation, rehabilitation, and reconstruction. In addition to those funding sources, the local measure, Measure T, is also used to improve pavement condition.

Table 5 Pavement and Bridge Condition Projects and Funding

Category	# of projects	\$ in 4 years	\$ Total
PM 2 Projects	8	53029000	80876000
Bridges	13	24354000	45697000
Roads total (does not include non-NHS)			
Total	21	77383000	126573000

National Highway System Pavement and Bridge Projects Highlights

Our region has invested in maintenance and rehabilitation of many of our major roadways and bridges both on and off the NHS. The following projects are some of the highlights.

SHOPP Lump Sum Grouped projects for pavement and resurfacing funds have been programmed for the rehabilitation of pavement and bridge preservation.

SHOPP Minor Program for safety improvement projects include shoulder improvements, pavement resurfacing and other rehabilitation treatments. These projects are located on SR 145, SR 41, and SR 49.

The Federal Lands Program and local funds are programmed to rehabilitate and resurface Avenue 26 (SR 99) and Road 29 towards the Eastman Lake entrance.

Local and HBP funds have been programmed for bridge rehabilitation and reconstruction of bridges in the City of Chowchilla, the City of Madera, and Madera County.

SYSTEM RELIABILITY, FREIGHT, CONGESTION, AND AIR QUALITY (PM 3)

The efficient development, management, and operation of Madera County’s surface transportation are among the primary goals that guides MCTC’s planning and programming. MCTC has elected to plan and program projects that support the statewide PM 3 targets.

The following are funding sources and programs that help fund Non-Interstate and Interstate:

SHOPP Mobility

The SHOPP Mobility category include following programs:

- 201.310 – Operational Improvements
- 201.315 – Transportation Management Systems
- 201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2020 SHOPP has 91 Mobility projects programmed totaling \$1,440,000,000. The SHOPP does not have a reservation for Mobility.

[SB 1 Trade Corridor Enhancement Program \(Including National Highway Freight Program\)](#)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

[Truck Travel Discussion](#)

Truck travel mobility, and the goods movement that it provides, is essential to the economic vitality in the central San Joaquin valley. Nearly all freight movement in the Central Valley is provided by trucks. Therefore, a reliable and efficient good movement systems is necessary to support economic vitality in Madera County and the greater San Joaquin Valley. As such, transportation projects that support efficient truck travel, such as shoulder improvements, auxiliary lanes, traffic flow improvement, and intelligent transportation systems (such as signal synchronization of the urban areas) have been included on the 2021 FTIP to support our freight mobility. MCTC continually looks for ways to prioritize investment improvements and strategies to increase the efficiency and reliability of the region's goods movement system

[CMAQ](#)

The CMAQ program supports improving air quality and relieving congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance

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of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

Table 6 PM 3 Projects and Funding

Category	# of projects	\$ in 4 years	\$ Total
Non-Interstate*	1	14,300,000	16,209,000
Interstate	N/A	N/A	N/A
Truck Travel Time Projects	N/A	N/A	N/A
Regional Choice	2	7,725,000	10,071,000
CMAQ Projects	34	19,499,000	20,236,000
PM 3 Total	37	41,524,000	46,516,000

System Reliability, Freight, Congestion, and Air Quality Project Highlights

Programmed projects which support improving air quality and relieving congestion in Madera County include construction of pedestrian and bicyclists’ facilities, shoulder paving, alley paving, and new traffic signals under the CMAQ program.

Measure T funds have been programmed for operational improvements on the SR 99/SR 233 interchange. STIP, Measure T, SHOPP, SB 1, Regional Improvement Program, and SR 99 bond funds have been programmed to improve the system reliability and help with congestion on other SR 99 projects.

TRANSIT ASSET MANAGEMENT

The TAM targets below were produced collaboratively with regional transit agencies based on their agency TAM plans and local targets. In developing the targets, MCTC reviewed and considered the transit operators’ TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

We will continue to work with the region’s transit operators and county transportation commissions to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

Transit Asset Management Performance

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; and maintenance of passenger facilities. For the Madera Region key projects that address Transit Asset Management are:

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- Vehicle replacements with Electric Zero Emission Transit Bus and Electric Charging Facilities
- Preventative Maintenance. All public transit providers have purchased new transit vehicles.

The public transit operators, in 2018, have adopted Transit Asset Management plans, which are available from transit operators. Transit Asset Management category projects could also be supported by state, local, and other federal funding sources (e.g., flexible CMAQ and RSTP). The funding and the program of projects in the TIP will enable the local transit operators to achieve their respective transit asset management performance targets.

This section presents the TAM performance measures and targets adopted by all the transit operators. Table 7 provides a summary of the performance measures designated as TAM.

Table 7 Transit Asset Management Performance Measures

Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue service vehicles) (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model scale.	Stations, depots, administration, parking garages, terminals, shelters

The three (3) reporting entities for public transportation provided their targets to MCTC, as shown in Table 8. The targets for the Madera planning region are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the 2017 target-setting process, providers set targets that are approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

Table 8 Transit Asset Management Targets

Reporting Entity	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>% of revenue vehicles > ULB</i>	<i>% of non-revenue vehicles > ULB</i>	<i>% of facilities < TERM scale 3</i>	<i>% of track segments with restrictions</i>
City of Madera	15.94	N/A	N/A	N/A

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Madera County	9.81	N/A	N/A	N/A
City of Chowchilla	6.45	N/A	N/A	N/A
Regional Target based on Weighted Avg.	32.19	N/A	N/A	N/A

Notes: ULB = Useful Life Benchmark, TERM = Transit Economic Requirements Model (FTA)

The TAM Final Rule also requires that, in the future, the FTIP describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). TAM targets for the region were developed in coordination with the public transit agencies and then a weighted average was calculated for the region.

There are 20 projects in the 2021 FTIP 4-year element with \$10 770 000 million in FTA funds, \$7,895,000 million in local funds, and \$586,000 in CMAQ funds for the acquisition of an electric zero emission transit bus and electric charging facilities, that support the maintenance or replacement of transit assets.

In addition to new transit vehicles, FTA funds are used for operating assistance, bus shelter construction, bus stop improvements, electric vehicle charging stations, and preventative maintenance.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE MEASURES

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule’s effective date is July 19, 2019 and the compliance date is July 20, 2020. In light of the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The MPO’s initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The first MTP update or amendment to be approved on or after July 20, 2021, is required to include the MPO’s transit safety targets. Please visit FTA’s COVID-19 FAQs page for more information about the Notice.^{vi}

Safety targets must be set every four years in the MPO’s Regional Transportation Plan (RTP) and must integrate into their RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the transit providers’ safety plans.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents the performance targets that will set by the transit operator which is required to set Public Transportation Safety Performance Targets in the MCTC region. The only transit provider required to set performance targets in this planning region is the City of Madera. Table 9 is a placeholder for targets.

Table 9 Public Transportation Safety Performance Targets

Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Rail Transit	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus Transit	TBD	TBD	TBD	TBD	TBD	TBD	TBD
ADA/ Para transit	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Vans/Autos	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A	N/A	N/A

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA
<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

^{iv} California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39.
<https://www.savecaliforniastreet.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report-1.pdf>

^v Chapter 6 Highway Bridge Program, January 2019.
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

^{vi} MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA
<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

Appendix Q

Acronyms

Acronyms

AB	Assembly Bill	MCTC	Madera County Transportation Commission
ADA	Americans with Disabilities Act	MicroDTM	Direct Travel Model (PC Version)
AQMP	Air Quality Maintenance Plan	MINUTP	Traffic Simulation Model
AVO	Average Vehicle Occupancy	MOU	Memorandum of Understanding
AWP	Annual Work Program	MPO	Metropolitan Planning Organization
ATP	Active Transportation Plan	NEPA	National Environmental Policy Act
BLA	Bicycle Lane Account	OPB	Operations Program and Budget
CALTRANS	California Department of Transportation	OWP	Overall Work Program
CAG	County Association of Governments	PAC	Policy Advisory Committee
CATX	Chowchilla Area Transit Express	PDT	Project Development Team
CEQA	California Air Environmental Quality Act	PM-2.5	Particulate Matter (2.5 microns or less)
CIP	Capital Improvement Plan	PM-10	Particulate Matter (10 microns or less)
CMA	Congestion Management Agency	REMOVE II	Reduced Motor Vehicles Emissions Program
CMAQ	Congestion Mitigation Air Quality	RIP	Regional Improvement Program
CMP	Congestion Management Program	RPA	Regional Planning Agency
COG	Council of Governments	RTIP	Regional Transportation Improvement Program
CO SIP	Carbon Monoxide State Implementation Plan	RTP	Regional Transportation Plan
CTC	California Transportation Commission	RTPA	Regional Transportation Planning Agency
CTSA	Consolidated Transportation Services Agency	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
DBE	Disadvantaged Business Enterprise	SB	Senate Bill
DOA	Division of Aeronautics	SAC	Stakeholder Advisory Committee
EIR	Environmental Impact Report	SCS	Sustainable Communities Strategy
EIS	Environmental Impact Statement	SJVTPA	San Joaquin Valley Transportation Planning Agencies
EMC	Eastern Madera County	SJVAPCD	San Joaquin Valley Air Pollution Control District
EPA	Environmental Protection Agency	SHOPP	State Highway Operation and Protection Program
FAA	Federal Aviation Administration	SMSA	Standard Metropolitan Statistical Area
FAST ACT	Fixing America's Surface Transportation Act	SR	State Route
FCMA	Fresno-Clovis Metropolitan Area	SRTDP	Short Range Transit Development Plan
FHWA	Federal Highway Administration	SSTAC	Social Service Transportation Advisory Council
FTA	Federal Transit Administration	STA	State Transit Assistance
FTIP	Federal Transportation Improvement Program	STIP	State Transportation Improvement Program
GHG	Greenhouse Gas	SWITRS	Statewide Integrated Traffic Records System
GIS	Geographic Information System	TAB	Transit Advisory Board
HPMS	Highway Performance Monitoring System	TAC	Technical Advisory Committee
HSIP	Highway Safety Improvement Program	TAZ	Traffic Analysis Zones
IIP	Interregional Improvement Plan	TCI	Transit Capital Improvement
IPG	Intermodal Planning Group	TCM	Traffic Control Measures
IPR	Initial Project Reports	TDA	Transportation Development Act
ISTEA	Intermodal Surface Transportation Efficiency Act	TDP	Transit Development Plan
ITIP	Interregional Transportation Improvement Program	TEA	Transit Enhancement Activities
LTF	Local Transportation Fund	TIP	Transportation Improvement Program
MAP 21	Moving Ahead for Progress in the 21 st Century	TSME	Transportation Systems Management Element
MAX	Madera Area Express	VMT	Vehicle Miles Traveled
CAPMC	Community Action Partnership of Madera County	VW GIS	Valley-Wide Geographic Information System
MCC	Madera County Connection	YARTS	Yosemite Area Regional Transportation System
MCTA	Madera County Transportation Authority	YATI	Yosemite Area Transportation Information