

Madera County Transportation Commission 2023 Federal Transportation Improvement Program

Fiscal Years 2022-23 through 2025-26



Adopted
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Executive Summary

A Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a four year period. Biennially, the 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, pedestrian and aviation projects in Madera County that use Federal or State funding. The FTIP 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 programs and projects.

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 157,396 in 2022, and it is estimated that 65,843 people reside in the City of Madera (42%); 18,851 in the City of Chowchilla (11%); and 72,702 in the unincorporated area (47%).

Agricultural production provides the traditional economic base for the county accounting for over 20% of total employment in 2016 (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.

The Voters of Madera County passed a half cent sales tax measure (Measure T) in November 2006. The measure is expected to provide over \$213 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 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 Cost-Effectiveness Threshold Documentation can be found on the MCTC website [CMAQ Cost-Effectiveness Threshold Documentation](#).

EXHIBIT 1 Madera County and its 2 Cities

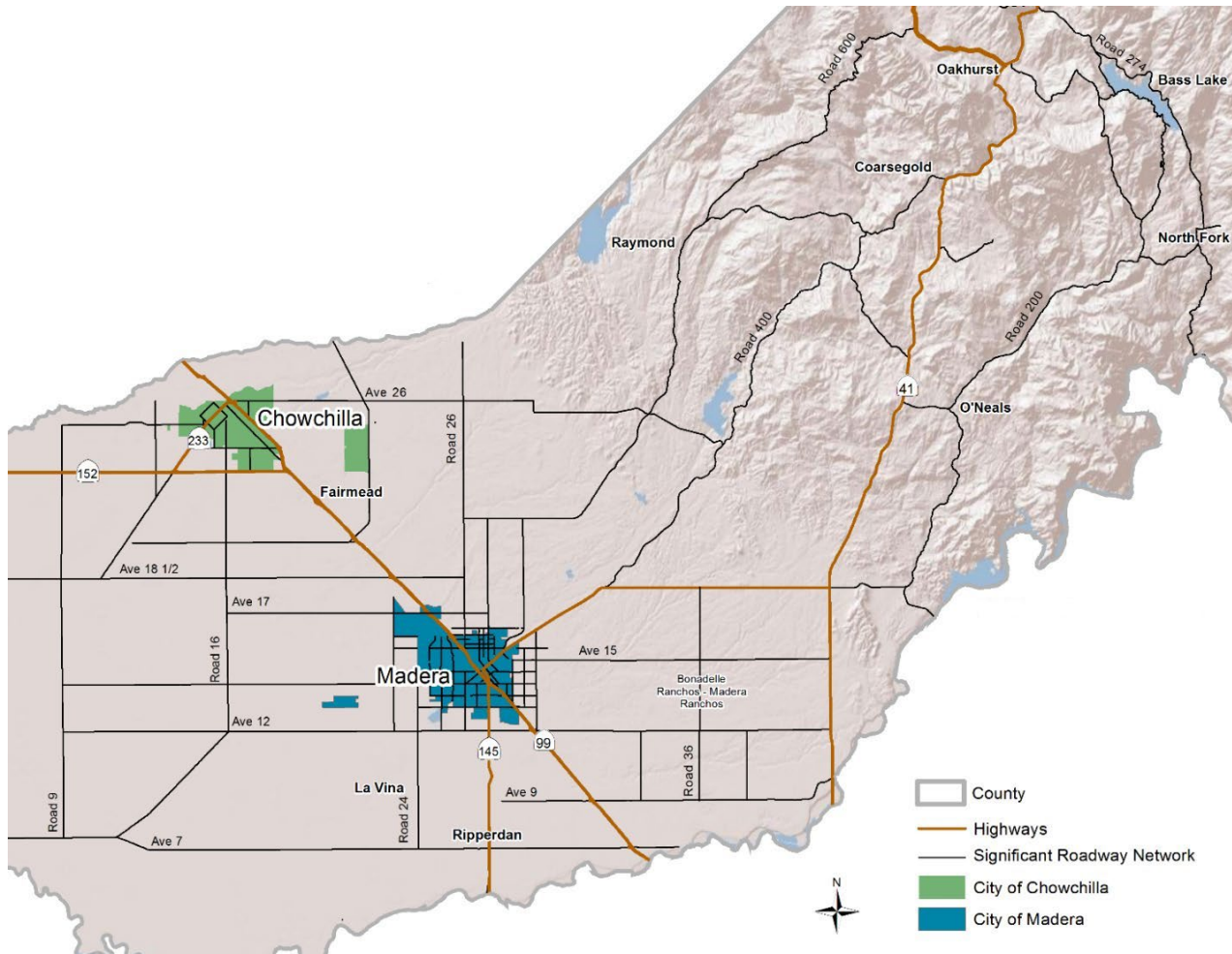
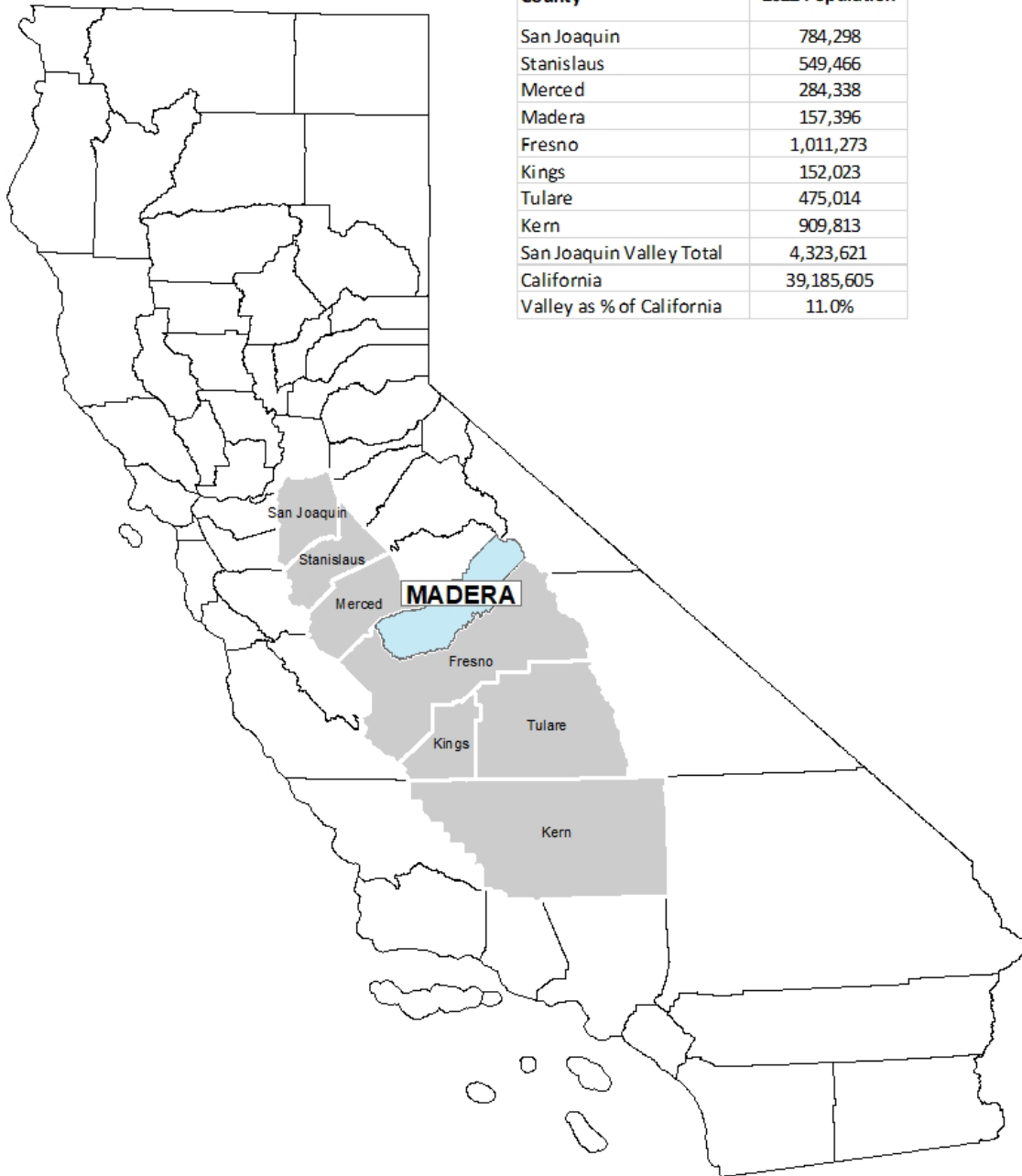


EXHIBIT 2

San Joaquin Valley Population by County

County	2022 Population
San Joaquin	784,298
Stanislaus	549,466
Merced	284,338
Madera	157,396
Fresno	1,011,273
Kings	152,023
Tulare	475,014
Kern	909,813
San Joaquin Valley Total	4,323,621
California	39,185,605
Valley as % of California	11.0%



Federal Transportation Improvement Program – Process & Development

About the Federal Transportation Improvement Program

Federal transportation legislation 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 3). 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.

Congestion Mitigation Air Quality Program

MCTC releases a Call for Projects when additional CMAQ funding capacity becomes available. After applications are submitted, staff reviews them for their eligibility and completeness. A CMAQ Evaluation and Scoring Committee is convened to score each project and make recommendations to the MCTC Policy Board for programming in the FTIP. The CMAQ Committee consists of one representative from each member agency, Caltrans, and MCTC Staff. Previous MCTC CMAQ project selection criteria can be found on the [MCTC CMAQ Page](#). Please note that there are no new CMAQ projects programmed in the 2023 FTIP. There are sufficient existing

programmed projects from the previous CMAQ Call for Projects for available funding capacity in the 2023 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 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 2023 FTIP is consistent with the following documents:

- The 2022 Regional Transportation Plan
- The 2022 STIP
- The State Implementation Plan (SIP) for Air Quality as it applies to Madera County
- 2022 SHOPP
- 2022 Interregional Transportation Improvement Program (ITIP)

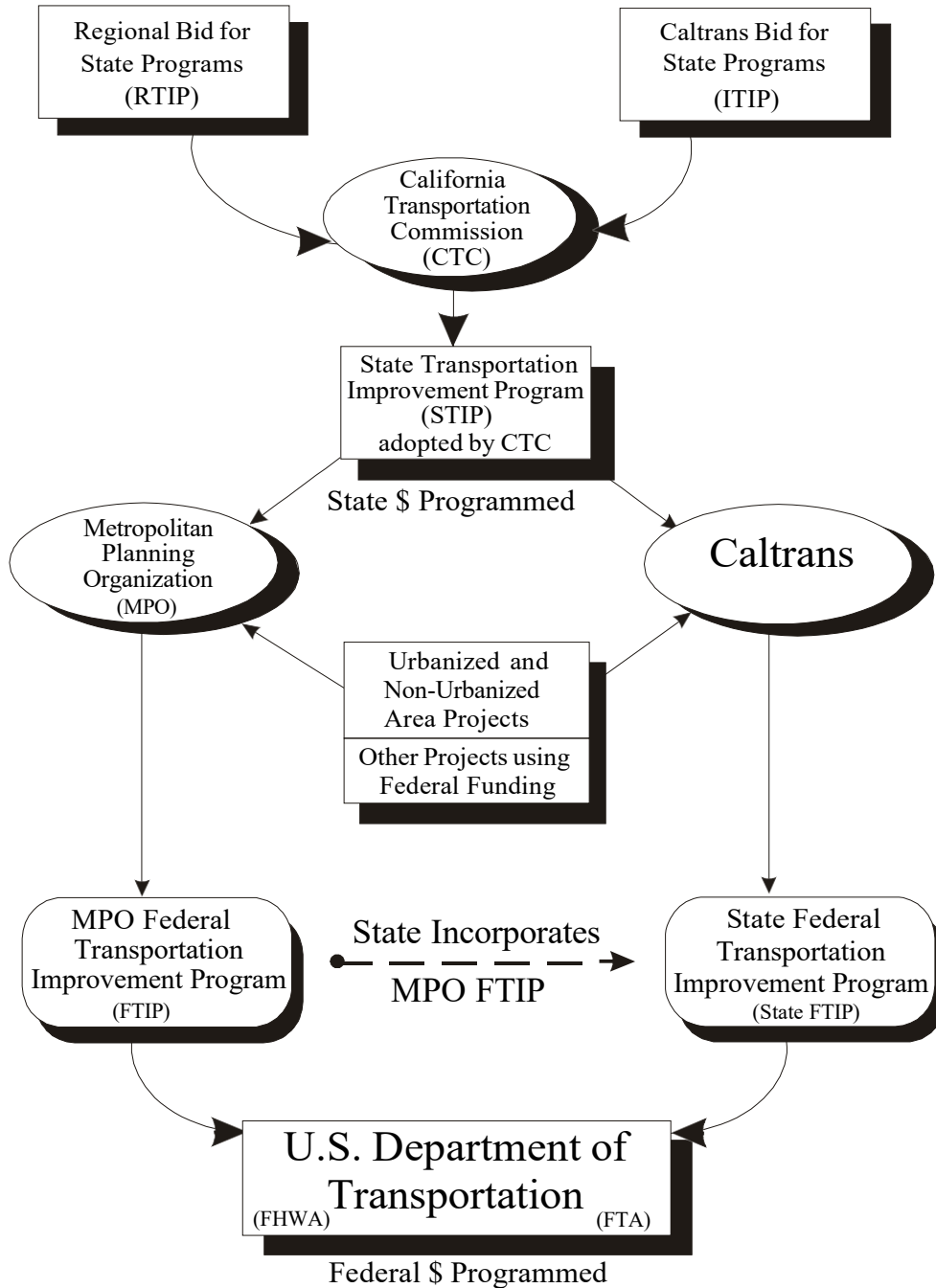
The 2023 FTIP is also consistent with the County Share information as provided within the 2022 STIP Fund Estimate and with Federal fund estimates resulting from the passage of the Infrastructure Investment and Jobs Act (IIJA).

Participation Plan and Public Hearing Notices

The MCTC Public Participation Plan (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 can be found at: [MCTC Public Participation Plan](#). Additionally, the MCTC Executive Director has been delegated authority by the MCTC Policy Board to approve Type 1-3 FTIP amendments, as identified in the MCTC Public Participation Plan.

EXHIBIT 3

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 SIP 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 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 SIP 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.

[Final Conformity Analysis](#)

Transportation Performance Measures

2023 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.”

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 IIJA 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 2023 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 2023 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. The FTIP is only required to include projects in Madera County that are awarded Federal funds (on Federal-aid routes), and projects that are considered regionally significant (regardless of funding source).

Two spreadsheets are included below which summarize all projected revenues and programmed revenue expenditures contained in the 2023 FTIP. The formats of these spreadsheets are per the Caltrans Division of Financial Programming and Data Management.

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 Bridge Program (HBP)
 - f. 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. The MCTC RSTP Program may be found at [MCTC RSTP](#).
- 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 (MCTA).
- 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 2023 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 2022 RTP and 2023 FTIP meet these requirements. A conservative Rate of Growth (ROG) was applied to the RTP fund estimates at two percent (2%) for Federal and State fund sources and two percent (2%) 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 two percent (2%) 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 2023 FTIP.

Projected Operation and Maintenance Costs

Per Federal guidelines, the FTIP contain estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Included in the programming of the FTIP are projects which address the issues of operation and maintenance of the system.

The following are anticipated and programmed revenue and expenditures for Operations and Maintenance:

Projection of Anticipated Revenues per Fiscal Year				
22/23	23/24	24/25	25/26	Total
\$45,606,831	\$61,135,548	\$51,761,959	\$51,391,338	\$209,895,675

- **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 2023 FTIP. SHOPP funding in the amount of \$33,750,000 is programmed in the 2023 FTIP for State managed infrastructure.
- **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. Anticipated expenditures and revenues for Local streets and roads are derived from the California State Controller's Office of Local Government Financial Data website at [SCO Data](#). Data from 2021 was utilized as a baseline applying a two percent growth rate for the 4-year element of the 2023 FTIP. An estimated \$141,106,675 is available during the 4-year period of the 2023 FTIP.

- **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. As identified in the MCTC SRTP, a total of \$35,035,000 in Federal transit funding is estimated during the 4-year period of the 2023 FTIP.

As the result of the 2020 California Statewide Local Streets and Roads Needs Assessment, it was determined that Madera County has a Pavement Condition Index (PCI) of 44. This means that the average pavement condition for the system is "Poor." Note that this assessment was done for the Madera region's entire pavement system, which was inclusive of local streets and roads that are not considered Federal-aid highways. Typically, major streets and roads, which are part of the federal-aid system, are in much better condition than local roads, because they are designed to withstand more traffic and heavier loads.

Shortfalls in available revenues versus identified costs for maintaining and operating the local roadway system, including all Federal-aid facilities are anticipated. MCTC will continue to work with its member agencies to close any funding shortfall by utilizing technological cost savings, seek leveraging opportunities through other available funding sources, various grant opportunities and the Measure T Local sales tax program in an effort to maximize and prioritize available funding for Local road maintenance and operations.

Project Priority

Projects from the first four (4) years of the 2023 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 (2022/23) shall have first priority.
2. All projects (as a group) shown in the second year of the quadrennial element (2023/24) shall have second priority.
3. All projects (as a group) shown in the third year of the quadrennial element (2024/25) shall have third priority.

4. All projects (as a group) shown in the fourth year of the quadrennial element (2025/26) shall have fourth priority.

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

Financial Element from the 2022 RTP

The RTP Financial Element is included in MCTC's 2022 Regional Transportation Plan and can be found on the MCTC website: [MCTC 2022 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 2022 RTP

The RTP Environmental Justice Element is included in MCTC's 2022 Regional Transportation Plan and can be found on the MCTC website: [MCTC 2022 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 it's 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

2023 Federal TIP Revenue Sources (\$1,000s)

TABLE 1: REVENUE

MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 (\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$41,021	\$64,438	\$7,119	\$8,261	\$120,839
	County General Funds		\$1,758	\$1,964	\$2,044	\$1,562	\$7,328
	City General Funds		\$7,563	\$2,474	\$5,075	\$6,699	\$21,811
	Street Taxes and Developer Fees		\$31,700	\$60,000			\$91,700
RSTP Exchange funds							
Transit							
Transit Fares							
Other (See Appendix 1)							
Local Total		\$41,021	\$64,438	\$7,119	\$8,261	\$120,839	
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax		\$2,350			\$10,750	\$13,100
Other (See Appendix 2)							
Regional Total		\$2,350			\$10,750	\$13,100	
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$1,801	\$17,810	\$6,883	\$7,260	\$33,754
	SHOPP		\$1,801	\$17,810	\$6,883	\$7,260	\$33,754
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$78	\$78	\$73	\$33,572	\$33,801
	STIP		\$78	\$78	\$73	\$33,572	\$33,801
	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	4	\$5,194	\$1,479			\$6,673	
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 (See Appendix 3)		\$17,478	\$23,414		\$3,073	\$43,965	
State Total		\$24,551	\$42,781	\$6,956	\$43,905	\$118,193	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,044	\$4,181	\$3,706	\$14,159
	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		\$482	\$672	\$702	\$734	\$2,590
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$192	\$355	\$367	\$1,376
	FTA Transfer from Prior FTIP						
Other (See Appendix 4)							
Federal Transit Total		\$4,172	\$3,908	\$5,238	\$4,807	\$18,125	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,068	\$6,696	\$6,066	\$2,066	\$16,896
	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)		\$173	\$117			\$290
	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)	4					
Tribal Transportation Program			\$50			\$50	
Other (see Appendix 5)							
Federal Highway Total		\$2,241	\$6,863	\$6,066	\$2,066	\$17,236	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total		\$6,413	\$10,771	\$11,304	\$6,873	\$35,361	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL		\$74,335	\$117,990	\$25,379	\$69,789	\$287,493	

Financial Summary Notes:

¹ State Programs that include both state and federal funds.
² CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24
³ CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25
⁴ STBG/RSTP Funds are exchanged
^{4,5} Toll Credits in use

Appendix B

2023 Federal TIP Expenditures by Revenue Sources (\$1,000s)

TABLE 2: PROGRAMMED

**MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)**

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total		\$41,021	\$64,438	\$7,119	\$8,261	\$120,839
REGIONAL	Tolls						
	<i>Bridge Corridor</i>						
	Regional Sales Tax		\$2,350			\$10,750	\$13,100
	Other (See Appendix A)						
	Regional Total		\$2,350			\$10,750	\$13,100
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$1,801	\$17,810	\$6,883	\$7,260	\$33,754
	SHOPP		\$1,801	\$17,810	\$6,883	\$7,260	\$33,754
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$78	\$78	\$73	\$33,572	\$33,801
	STIP		\$78	\$78	\$73	\$33,572	\$33,801
	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	4	\$5,194	\$1,479			\$6,673
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 (See Appendix B)		\$17,478	\$23,414		\$3,073	\$43,965	
	State Total		\$24,551	\$42,781	\$6,956	\$43,905	\$118,193
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,228	\$3,044	\$4,181	\$3,706	\$14,159
	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		\$482	\$672	\$702	\$734	\$2,590
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$462	\$192	\$355	\$367	\$1,376
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
		Federal Transit Total		\$4,172	\$3,908	\$5,238	\$4,807
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,3,5	\$2,055	\$6,652	\$1,994	\$2,033	\$12,734
	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)		\$43	\$117			\$160
	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 (STBGR/RSTP)	4					
Tribal Transportation Program			\$50			\$50	
Other (see Appendix D)							
	Federal Highway Total		\$2,098	\$6,819	\$1,994	\$2,033	\$12,944
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$6,270	\$10,727	\$7,232	\$6,840	\$31,069
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$74,192	\$117,946	\$21,307	\$69,756	\$283,201

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

² CMAQ - Additional \$4,629,515 Loan Repayment from SACOG FY 23/24

³ CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25

⁴ STBGR/RSTP Funds are exchanged

^{4.5} Toll Credits in use

Appendix C

2023 Federal TIP Revenue vs. Expenditures by Revenue Sources (\$1,000s)

TABLE 3: REVENUE-PROGRAMMED

**MADERA COUNTY TRANSPORTATION COMMISSION
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)**

Funding Source/Program		4 YEAR (FTIP Period)					
		FY 2023	FY 2024	FY 2025	FY 2026	TOTAL	
LOCAL	Local Total						
REGIONAL	Tolls						
	<i>Bridge</i>						
	<i>Corridor</i>						
	Regional Sales Tax						
	Other						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹						
	<i>SHOPP</i>						
	<i>SHOPP Prior</i>						
	<i>State Minor Program</i>						
	State Transportation Improvement Program (STIP) ¹						
	<i>STIP</i>						
	<i>STIP Prior</i>						
	State Bond						
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>						
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>						
	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	\$13	\$44	\$4,072	\$33	\$4,162
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)		\$130				\$130	
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)							
Tribal Transportation Program							
Other							
	Federal Highway Total	\$143	\$44	\$4,072	\$33	\$4,292	
FEDERAL RAIL	Other Federal Railroad Administration						
	Federal Railroad Administration Total						
	Federal Total	\$143	\$44	\$4,072	\$33	\$4,292	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other						
	Innovative Financing Total						
REVENUE - PROGRAMMED TOTAL		\$143	\$44	\$4,072	\$33	\$4,292	

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)**
- **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 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**

**Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD118003 TIRCP 2.11 Various Agencies	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. \$ 123,569,000 DFTIP Amend 0.00 22100000408	PE	6,415,000		23,414,000							Carry Over
		RW	2,695,000				3,073,000					2023 FTIP 2022 RTP, Table B-6
		Const		17,478,000					70,494,000			***** Version 1 - 04/19/22 *****
		Total	9,110,000	17,478,000	23,414,000		3,073,000		70,494,000			Prior 9,110,000 Current 14,459,000

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD302058 CMAQ/CITY 3.02 Chowchilla, City of	City of Chowchilla; Riverside Avenue, 8th Street, & Kings Avenue Pedestrian Improvements Project. \$ 1,647,000 DFTIP Amend 0.00 22100000419	PE RW Const Total	179,000 179,000				1,468,000 1,468,000				Carry Over 2023 FTIP 2022 RTP, Table B-4; MCTC Active Transportation Plan Prior 21,000 158,000 Current 168,000 1,300,000	
MAD102059 CMAQ/CO/TTIP/ 3.02 Madera County	County of Madera; Construct Bicycle and Pedestrian Path; Road 225; Willow Creek Drive to Road 228 \$ 1,158,000 DFTIP Amend 0.00 22100000249	PE RW Const Total	480,000 480,000	43,000 43,000	635,000 635,000					Carry Over 2023 FTIP 2022 RTP, Table B-4; MCTC Active Transportation Plan TOLL CREDITS IN USE Prior 3,000 477,000 Current 678,000		
MAD102060 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 23 from Ave 8 1/2 to Ave 9 1/2. Shoulder paving results in the reduction of PM 2.5. \$ 187,000 DFTIP Amend 0.00 22100000286	PE RW Const Total	7,000 7,000	180,000 180,000						Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 1,000 6,000 Current 21,000 159,000		
MAD102061 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 23 to Road 23 1/2 - Shoulder Paving results in the reduction of PM 2.5. \$ 99,000 DFTIP Amend 0.00 22100000288	PE RW Const Total	4,000 4,000	95,000 95,000						Carry Over 2023 FTIP 2022, RTP Table B-3 ***** Version 1 - 04/19/22 ***** Prior 1,000 3,000 Current 11,000 84,000		
MAD102073 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 36 from Avenue 9 to Avenue 12. Shoulder Paving results in the reduction of PM 2.5. \$ 563,000 DFTIP Amend 0.00 22100000370	PE RW Const Total	68,000 68,000	495,000 495,000						Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 8,000 60,000 Current 57,000 438,000		
MAD102074 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 36 from Avenue 12 1/2 to Avenue 15. Shoulder Paving results in the reduction of PM 2.5. \$ 469,000 DFTIP Amend 0.00 22100000371	PE RW Const Total	57,000 57,000	412,000 412,000						Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 7,000 50,000 Current 47,000 365,000		

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD102075 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 36 from Avenue 15 to Highway 145. Shoulder Paving results in the reduction of PM 2.5. \$ 563,000 DFTIP Amend 0.00 22100000372	PE RW Const Total	68,000 68,000		495,000						Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 8,000 60,000 Current 57,000 438,000	
MAD102076 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 209 from State Route 41 to 4.6 miles North. Shoulder Paving results in the reduction of PM 2.5. \$ 863,000 DFTIP Amend 0.00 22100000373	PE RW Const Total	104,000 104,000		759,000					Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 12,000 92,000 Current 87,000 672,000		
MAD102077 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 23 from Avenue 14 to Avenue 15 1/2 (1.5 miles), 18 1/2 south 2,000 linear feet. Shoulder Paving results in the reduction of PM 2.5. \$ 357,000 DFTIP Amend 0.00 22100000374	PE RW Const Total	43,000 43,000	314,000						Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 5,000 38,000 Current 36,000 278,000		
MAD102079 CMAQ/CO 1.04 Madera County	County of Madera; Shoulder paving of 4 feet on each side of the roadway on Road 25 from Avenue 12 to City Limits (1 mile). Shoulder Paving results in the reduction of PM 2.5. \$ 188,000 DFTIP Amend 0.00 22100000376	PE RW Const Total	23,000 23,000	165,000						Carry Over 2021 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 3,000 20,000 Current 19,000 146,000		
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. Shoulder paving results in the reduction of PM 2.5. \$ 197,000 DFTIP Amend 0.00 22100000410	PE RW Const Total	23,000 23,000				174,000			Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 3,000 20,000 Current 20,000 154,000		
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. Shoulder paving results in the reduction of PM 2.5. \$ 567,000 DFTIP Amend 0.00 22100000413	PE RW Const Total	66,000 66,000		501,000					Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 8,000 58,000 Current 57,000 444,000		

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
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. Shoulder paving results in the reduction of PM 2.5. \$ 724,000 DFTIP Amend 0.00 22100000414	PE RW Const Total	85,000 85,000			639,000 639,000					Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 10,000 75,000 Current 73,000 566,000	
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. Shoulder paving results in the reduction of PM 2.5. \$ 827,000 DFTIP Amend 0.00 22100000415	PE RW Const Total	96,000 96,000			731,000 731,000				Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 11,000 85,000 Current 84,000 647,000		
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. Shoulder paving results in the reduction of PM 2.5. \$ 998,000 DFTIP Amend 0.00 22100000416	PE RW Const Total	116,000 116,000			882,000 882,000				Carry Over 2023 FTIP 2022 RTP Table B-3 ***** Version 1 - 04/19/22 ***** Prior 13,000 103,000 Current 101,000 781,000		
MAD102086 CMAQ/CO 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. Shoulder paving results in the reduction of PM 2.5. \$ 1,126,000 DFTIP Amend 0.00 22100000417	PE RW Const Total	131,000 131,000		995,000 995,000					Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 15,000 116,000 Current 114,000 881,000		
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 2023 FTIP 2022 RTP, Table B-4; MCTC Active Transportation Plan Prior 25,000 Current 36,000 275,000		
MAD202072 CMAQ/CITY 1.04 Madera, City of	City of Madera; Shoulder Paving - Raymond Road. Shoulder paving results in the reduction of PM 2.5. \$ 314,000 DFTIP Amend 0.00 22100000314	PE RW Const Total	38,000 23,000 61,000	253,000 253,000						Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 8,000 53,000 Current 39,000 214,000		

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
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 2023 FTIP 2022 RTP, Table B-4; MCTC Active Transportation Plan 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. Shoulder paving results in the reduction of PM 2.5. \$ 306,000 DFTIP Amend 0.00 22100000333	PE RW Const Total	31,000 31,000		275,000 275,000				Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** 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. This project will result in the reduction of PM 2.5. \$ 185,000 DFTIP Amend 0.00 22100000334	PE RW Const Total	15,000 15,000		170,000 170,000				Carry Over 2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 ***** Prior 15,000 Current 20,000 150,000			
MAD202081 CMAQ/CITY 1.07 Madera, City of	City of Madera; Intersection Improvements at the Intersections of 4th Street, Lake Street, and Central Avenue. Five leg intersection with an all-way stop. Installation of a roundabout or a traffic signal. \$ 566,000 DFTIP Amend 0.00 22100000335	PE RW Const Total	45,000 45,000	30,000	491,000 491,000				Carry Over 2023 FTIP 2022 RTP, Table B-2 ***** Version 1 - 04/19/22 ***** Prior 5,000 40,000 Current 61,000 460,000			
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 22100000337	PE RW Const Total	14,000 8,000 22,000				128,000		Carry Over 2023 FTIP 2022 RTP Table B-4; MCTC Active Transportation Plan Prior 3,000 19,000 Current 15,000 113,000			
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 22100000340	PE RW Const Total	15,000 15,000		21,000 110,000 131,000				Carry Over 2023 FTIP 2022 RTP Table B-4; MCTC Active Transportation Plan Prior 2,000 13,000 Current 16,000 115,000			

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD202091 CMAQ/CITY 1.04 Madera, City of	City of Madera; Pecan Avenue from Pine to Golden State - Shoulder Paving. Shoulder paving results in the reduction of PM 2.5. \$ 665,000 DFTIP Amend 0.00 22100000381	PE RW Const Total	66,000							Carry Over		
			80,000	519,000					2023 FTIP 2022 RTP, Table B-3 ***** Version 1 - 04/19/22 *****			
			66,000	80,000	519,000				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 22100000385	PE RW Const Total	15,000						Carry Over			
				120,000					2023 FTIP 2022 RTP, Table B-8 ***** Version 1 - 04/19/22 *****			
			15,000	120,000					Prior 2,000 13,000			
									Current 13,000 107,000			
MAD217036 CMAQ/CITY 3.02 Madera, City of	City of Madera; Pedestrian facilities around Washington School. \$ 368,000 DFTIP Amend 0.00 22100000411	PE RW Const Total	40,000						Carry Over			
				328,000					2023 FTIP 2022 RTP Table B-4; MCTC Active Transportation Plan			
			40,000	328,000					Prior 5,000 35,000			
									Current 38,000 290,000			
MAD217037 CMAQ/CITY 1.10 Madera, City of	City of Madera; Alley Paving (currently unpaved) 10-15 locations throughout the City of Madera. This project will result in the reduction of PM 2.5. \$ 690,000 DFTIP Amend 0.00 22100000412	PE RW Const Total	80,000						Carry Over			
				610,000					2023 FTIP 2022 RTP Table B-3 ***** Version 1 - 04/19/22 *****			
			80,000	610,000					Prior 10,000 70,000			
									Current 70,000 540,000			
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				2,070,000	Carry Over			
				80,000					2023 FTIP 2022 RTP, Table B-4; MCTC Active Transportation Plan			
				430,000				2,070,000	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					Carry Over			
						526,000			2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 *****			
				60,000		526,000			Prior			
									Current 67,000 519,000			

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
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							Carry Over		
					383,000					2023 FTIP 2022 RTP, Table B-8 ***** Version 1 - 04/19/22 *****		
										Prior 8,000 59,000		
					67,000	383,000				Current 44,000 339,000		
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							Carry Over		
					383,000					2023 FTIP 2022 RTP, Table B-8 ***** Version 1 - 04/19/22 *****		
										Prior 8,000 59,000		
					67,000	383,000				Current 44,000 339,000		

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
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 - Pavement resurfacing and/or rehabilitation. \$ 84,207,000 DFTIP Amend 0.00 22100000358	PE RW Const Total	51,457,000 51,457,000	1,350,000 1,350,000	17,810,000 17,810,000	6,330,000 6,330,000	7,260,000 7,260,000			Carry Over 2021 FTIP 2022 SHOPP 2022 RTP, Table B ***** Version 1 - 04/19/22 ***** Prior 51,457,000 Current 32,750,000		
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 2023 FTIP For Information Only ***** Version 1 - 04/19/22 ***** Prior 1,860,000 Current			
MAD406006 SHOPPAC 1.19 Caltrans	Grouped Projects for Bridge Preservation - SHOPP Bridge Preservation Program \$ 44,767,000 DFTIP Amend 0.00 22100000396	PE RW Const Total	43,763,000 43,763,000	451,000 451,000		553,000 553,000			Carry Over 2023 FTIP 2022 SHOPP 2022 RTP, Table B ***** Version 1 - 04/19/22 ***** Prior 43,763,000 Current 1,004,000			
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) \$ 34,145,000 DFTIP Amend 0.00 22100000036	PE RW Const Total	13,858,000 13,858,000	5,867,000 5,867,000	1,667,000 1,667,000		12,753,000 12,753,000		Carry Over 2023 FTIP HBP Updated List - 3/22/22 2022 RTP, Table B ***** Version 1 - 04/19/22 ***** Prior 905,000 12,953,000 Current 1,654,000 18,633,000			
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 svstem roads. etc. \$ 28,000 DFTIP Amend 0.00 22100000239	PE RW Const Total	28,000 28,000						Carry Over 2023 FTIP For Information Only ***** Version 1 - 04/19/22 ***** 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 and pedestrian facilities (both \$ 1,487,000 DFTIP Amend 0.00 22100000360	PE RW Const Total	55,000 25,000 1,407,000 1,487,000						Carry Over 2023 FTIP For Information Only ***** Version 1 - 04/19/22 ***** Prior 558,000 929,000 Current			

Madera County 2023 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		
				22/23	23/24	24/25	25/26	26/27	27/28					
MAD406007	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing, and/or Rehabilitation - Minor Program	PE									Carry Over			
SHOPPAC 0.00	\$ 5,369,000	RW	5,369,000								2023 FTIP For Information Only ***** Version 1 - 04/19/22 *****			
Caltrans	DFTIP Amend 0.00 22100000393	Const									Prior		5,369,000	
		Total	5,369,000								Current			

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD113401 5307/CO 2.01 Madera County	County of Madera; Section 5307; County Operating Assistance \$ 5,150,000 DFTIP Amend 0.00 22100000433	PE RW Const Total			1,634,000	1,716,000	1,800,000				2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 2,575,000 2,575,000	
MAD113402 5307/CO 2.03 Madera County	County of Madera; Section 5307; County Preventative Maintenance - Preventative Maintenance is all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and \$ 662,000 DFTIP Amend 0.00 22100000434	PE RW Const Total			210,000	221,000	231,000				2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 132,000 530,000	
MAD113403 5307/CO 2.10 Madera County	County of Madera; Section 5307; Purchase 3 Paratransit Vehicles \$ 430,000 DFTIP Amend 0.00 22100000435	PE RW Const Total			430,000						2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 86,000 344,000	
MAD113404 5307/CO 2.10 Madera County	Madera County; Section 5307; Purchase 5 Paratransit Vehicles (Electric) \$ 1,214,000 DFTIP Amend 0.00 22100000436	PE RW Const Total				1,214,000					2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 243,000 971,000	
MAD113405 5307/CO 2.10 Madera County	Madera County; Section 5307; Purchase 2 Transit Vans \$ 109,000 DFTIP Amend 0.00 22100000437	PE RW Const Total		109,000							2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 22,000 87,000	
MAD113406 CO/5307 2.10 Madera County	Madera County; Section 5307; Purchase 3 Transit Vans (Electric) \$ 528,000 DFTIP Amend 0.00 22100000438	PE RW Const Total		528,000							2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 110,000 418,000	

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD113407 5307/CO 2.10 Madera County	Madera County; Section 5307; Purchase Transit Van (Electric) \$ 194,000 DFTIP Amend 0.00 22100000439	PE RW Const Total				194,000					2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 41,000 153,000	
MAD113408 5307/CO 2.10 Madera County	Madera County; Section 5307; Purchase Transit Van (Electric) \$ 201,000 DFTIP Amend 0.00 22100000440	PE RW Const Total					201,000				2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 40,000 161,000	
MAD113409 5307/CO 2.04 Madera County	Madera County; Section 5307; Transit Electric Infrastructure Improvements \$ 1,000,000 DFTIP Amend 0.00 22100000441	PE RW Const Total		1,000,000							2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 200,000 800,000	
MAD113410 5307/CO 2.07 Madera County	Madera County; Section 5307; Bus Stop Shelter and Amenities \$ 674,000 DFTIP Amend 0.00 22100000442	PE RW Const Total		321,000		353,000					2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 135,000 539,000	
MAD213091 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; DAR Operating Assistance \$ 16,280,000 DFTIP Amend 0.00 22100000302	PE RW Const Total	11,130,000	1,260,000	1,290,000	1,300,000	1,300,000				Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 5,565,000 5,565,000 Current 2,575,000 2,575,000	
MAD213092 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX Operating Assistance \$ 17,611,000 DFTIP Amend 0.00 22100000303	PE RW Const Total	12,229,000	1,272,000	1,310,000	1,400,000	1,400,000				Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 6,079,000 6,150,000 Current 2,691,000 2,691,000	

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD213093 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; Intermodal Facility Operating Assistance \$ 2,040,000 DFTIP Amend 0.00 22100000304	PE RW Const Total	1,128,000 1,128,000	154,000	158,000	300,000	300,000			Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 564,000 564,000 Current 456,000 456,000		
MAD213094 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; Metro & DAR Preventative Maintenance - Preventative Maintenance is all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and \$ 2,823,000 DFTIP Amend 0.00 22100000321	PE RW Const Total	1,685,000 1,685,000	188,000	190,000	380,000	380,000			Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 337,000 1,348,000 Current 456,000 682,000		
MAD213104 5307/CITY 2.01 Madera, City of	Section 5307; city of Madera; Transit Facility Operating Assistance \$ 650,000 DFTIP Amend 0.00 22100000403	PE RW Const Total	230,000 230,000	108,000	112,000	100,000	100,000			Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 115,000 115,000 Current 210,000 210,000		
MAD213105 5307/CITY 2.07 Madera, City of	Section 5307; City of Madera; 10 New Shelters. Shelters will be dispersed between the new Walmart Stop location, Madera Community College, and the Madera County Health Center. \$ 480,000 DFTIP Amend 0.00 22100000404	PE RW Const Total	320,000 320,000		160,000					Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 64,000 256,000 Current 32,000 128,000		
MAD213110 5307/CITY 2.04 Madera, City of	City of Madera; Section 5307; Electric Vehicle Charging Station \$ 149,000 DFTIP Amend 0.00 22100000423	PE RW Const Total		149,000						Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior Current 30,000 119,000		
MAD213201 5307/CITY 2.10 Madera, City of	City of Madera; Section 5307; Purchase New Transit Vehicle - 30 ft CNG Transit Vehicle. \$ 300,000 DFTIP Amend 0.00 22100000430	PE RW Const Total				300,000				2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 60,000 240,000		

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD213202 5307/CITY 2.10 Madera, City of	City of Madera; Section 5307; Purchase New Transit Vehicle - 30 ft CNG Transit Vehicle. \$ 300,000 DFTIP Amend 0.00 22100000431	PE RW Const Total					300,000					2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 60,000 240,000
MAD213203 5307/CITY 2.10 Madera, City of	City of Madera; Section 5307; Purchase New Transit Vehicle - 30 ft CNG Transit Vehicle. \$ 300,000 DFTIP Amend 0.00 22100000432	PE RW Const Total					300,000					2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 60,000 240,000

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD313036 5311/CITY 2.01 Chowchilla, City of	City of Chowchilla; Section 5311; CATX Operating Assistance \$ 4,464,000 DFTIP Amend 0.00 22100000295	PE RW Const Total	3,558,000 3,558,000	223,000 223,000	227,000 227,000	227,000 227,000	229,000 229,000			Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 2,804,000 754,000 Current 595,000 311,000		
MAD113041 5311/CO 2.01 Madera County	County of Madera; Section 5311; County Operating Assistance \$ 9,911,000 DFTIP Amend 0.00 22100000298	PE RW Const Total	6,413,000 6,413,000	812,000 812,000	852,000 852,000	894,000 894,000	940,000 940,000			Carry Over 2023 FTIP 2022 RTP Table B-5 ***** Version 1 - 04/19/22 ***** Prior 2,904,000 3,509,000 Current 1,749,000 1,749,000		
MAD113049 5311/CO 2.03 Madera County	Section 5311; County of Madera; Preventative Maintenance - Preventative Maintenance is all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionalitv and serviceabilitv of the asset in a \$ 1,300,000 DFTIP Amend 0.00 22100000397	PE RW Const Total	638,000 638,000		210,000 210,000	221,000 221,000	231,000 231,000			Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 73,000 565,000 Current 132,000 530,000		

Madera County 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5339 - 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD115006 5339/CO 2.10 Madera County	Section 5339; County of Madera; Purchase New Transit Vehicle (Formula) - 2 Paratransit buses, 16-18 passenger, Electric. \$ 825,000 DFTIP Amend 0.00 22100000400	PE RW Const Total	271,000 271,000	554,000 554,000						Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior 51,000 220,000 Current 92,000 462,000		
MAD115010 5339/CO 2.10 Madera County	Madera County; 5339; Purchase New Transit Vehicle (Formula) - 1 Van, 7 passenger, gasoline. \$ 57,000 DFTIP Amend 0.00 22100000426	PE RW Const Total		57,000 57,000					Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior Current 11,000 46,000			
MAD115020 5339/CO 2.10 Madera County	Madera County; Section 5339; Purchase Transit Van (Electric) (Formula) \$ 183,000 DFTIP Amend 0.00 22100000443	PE RW Const Total		183,000 183,000					2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 37,000 146,000			
MAD115021 5339/CO 2.10 Madera County	Madera County; Section 5339; Purchase Transit Van (Electric) (Formula) \$ 191,000 DFTIP Amend 0.00 22100000444	PE RW Const Total			191,000 191,000				2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 38,000 153,000			
MAD115022 5339/CO 2.10 Madera County	Madera County; Section 5339; Purchase Transit Van (Electric) (Formula) \$ 201,000 DFTIP Amend 0.00 22100000445	PE RW Const Total				201,000 201,000			2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/21/2022 ***** Prior Current 40,000 161,000			
MAD215004 5339/CITY 2.10 Madera, City of	Section 5339; City of Madera; Purchase New Transit Vehicle (Formula) \$ 238,000 DFTIP Amend 0.00 22100000402	PE RW Const Total			238,000 238,000				Carry Over 2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 ***** Prior Current 36,000 202,000			

Madera County 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5339 - 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		
				22/23	23/24	24/25	25/26	26/27	27/28					
MAD215010	City of Madera; Section 5339; Purchase New Transit Vehicle (Formula) - 26 ft CNG Transit Vehicle.	PE RW Const					242,000				Carry Over			
5339/CITY 2.10 Madera, City of	\$ 242,000 DFTIP Amend 0.00 22100000427	Total					242,000				2023 FTIP 2022 RTP, Table B-5 ***** Version 1 - 04/19/22 *****			
											Prior			
											Current	36,000		206,000

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD417005 MEA 0.00 Caltrans	Caltrans; SR99/ 233 Interchange Operational Improvements (Listed in FTIP for NEPA Approval Only. Future Funding for CON Phase beyond 4 year element has yet to be identified) \$ 16,209,000 DFTIP Amend 0.00 22100000355	PE RW Const Total	3,109,000 3,109,000	2,350,000 2,350,000			10,750,000 10,750,000				Carry Over 2023 FTIP 2022 RTP, Table B-2 ***** Version 1 - 04/19/22 ***** Prior 3,109,000 Current 13,100,000	
99 MAD417003 06-0H220 STIP-AC/BOND9 0.00 Caltrans	In Madera County, from North of Fresno-Madera County line to North of Avenue 12. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also ungrade drainage construct \$ 51,873,000 DFTIP Amend 0.00 12100000243	PE RW Const Total	12,873,000 5,500,000 18,373,000			33,500,000 33,500,000				Carry Over 2023 FTIP 2022 RTP, Table B-1 ***** Version 1 - 04/19/22 ***** Prior 9,000 7,719,000 10,645,000 Current 33,500,000		
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 0.4 miles north of Ave 15, widen to 4 lane conventional highway. \$ 98,700,000 DFTIP Amend 0.00 22100000406	PE RW Const Total	6,000,000 1,000,000 7,000,000	7,700,000 24,000,000 31,700,000	60,000,000 60,000,000					Carry Over 2023 FTIP 2022 RTP, Table B-1 ***** Version 1 - 04/19/22 ***** Prior 7,000,000 Current 91,700,000		
MAD417009 DEV 0.00 Madera County	In the County of Madera, From Ave 12 to Ave 14 reconstruct existing 4 lane 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 of Ave 15 to 1.4 miles north of Ave 15 widen to a 4 \$ - DFTIP Amend 0.00 22100000407	PE RW Const Total								Carry Over 2023 FTIP 2022 RTP, Table B-1 Future Funding Included for Environmental Clearance Prior Current		
MAD517005 ST-CASH/COVID 0.00 Madera County Transportation	Planning, Programming and Monitoring. \$ 2,723,000 DFTIP Amend 0.00 12100000065	PE RW Const Total		2,350,000 2,350,000	78,000 78,000 78,000	73,000 73,000 73,000	72,000 72,000 72,000	72,000 72,000		Carry Over 2023 FTIP 2022 STIP, Table B-2 ***** Version 1 - 04/19/22 ***** Prior 2,306,000 44,000 Current 373,000		
MAD217034 CITY 0.00 Madera, City of	City of Madera; Olive Avenue - Gateway to Roosevelt- Widen from 2 to 4 lanes \$ 9,640,000 DFTIP Amend 0.00 22100000308	PE RW Const Total	680,000 1,504,000 1,879,000 4,063,000	170,000 5,407,000 5,577,000						Carry Over 2023 FTIP 2022 RTP, Table B-1 ***** Version 1 - 04/19/22 ***** Prior 4,063,000 Current 5,577,000		

Madera County 2023 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
				22/23	23/24	24/25	25/26	26/27	27/28			
MAD217035 CITY 0.00 Madera, City of	City of Madera; Lake Street - 4th Street to Cleveland Ave - Widen from 2 to 4 lanes \$ 7,262,000 DFTIP Amend 0.00 22100000320	PE RW Const Total	42,000 42,000		70,000	50,000	1,350,000		5,750,000		Carry Over 2023 FTIP 2022 RTP Table B-1 ***** Version 1 - 04/19/22 ***** Prior 42,000 Current 7,220,000	
MAD217045 CITY 0.00 Madera, City of	City of Madera; Construct new collector roadway per City Standards in Almond Avenue alignment connecting Stadium Drive and Pine Street. \$ 6,645,000 DFTIP Amend 0.00 22100000446	PE RW Const Total		285,000	260,000	3,100,000	3,000,000				2023 FTIP New Project 2022 RTP, Table B-1 Prior Current 6,645,000	

Appendix E

Back Up Project Listings

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

2022

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	PE	RW	CON
SHOPP - Bridge Preservation										
Road Maintenance and Rehabilitation Acc	\$1,004		\$451		\$553			\$450	\$14	\$540
TOTAL	\$1,004		\$451		\$553			\$450	\$14	\$540
SHOPP - Roadway Preservation										
National Hwy System	\$26,115	\$2,415	\$660	\$16,710	\$6,330			\$3,715	\$810	\$21,590
Road Maintenance and Rehabilitation Acc	\$9,050		\$690	\$1,100		\$7,260		\$1,680	\$260	\$7,110
TOTAL	\$35,165	\$2,415	\$1,350	\$17,810	\$6,330	\$7,260		\$5,395	\$1,070	\$28,700
MPO TOTAL	\$36,169	\$2,415	\$1,801	\$17,810	\$6,883	\$7,260		\$5,845	\$1,084	\$29,240

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

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
	12100000280	MAD 06	0V121	99		Near the city of Madera, at Cottonwood Creek Bridge No. 41-065R, No. 41-0065L and No. 41-0065S. Biological monitoring for parent project EA 0V120.	450	14	540
SHOPP - Bridge Preservation Total:							450	14	540

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

2022

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	2,075	640	15,400
12100000277	MAD 06	0W860	233	In Chowchilla, from Avenue 24 1/2 to Route 99. Rehabilitate pavement and upgrade Transportation Management System (TMS) elements, roadside signs, and guardrail.	1,640	170	6,190
12100000276	MAD 06	1A740	99	In Bakersfield and cities of Madera and Fresno, on Routes 99, 41, 58 and 178 at various pump plant locations. Rehabilitate four pump plants.	1,680	260	7,110
SHOPP - Roadway Preservation Total:					5,395	1,070	28,700

MAD 410001

2020/21-2025/26 Highway Bridge Program

CAUTION -- This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum amounts that should be programmed in the FTIP.

3/22/2022, 7:50 AM

- Notes:
- 1) This report summarizes how much HBP funds should be programmed as lump sum for the MPO.
 - 2) Programmed funds are based on rough estimates provided by local agencies. Guaranteed funding levels are determined at time of authorization for given phase of work.
 - 3) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 4) 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.
 - 5) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 13

2020/21-2025/26 Highway Bridge Program

6138

Madera County Transportation Commission

Number of Projects: 9

Project Costs to be programmed under construction:

	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	2,706,002	320,788	2,136,174	5,194,055	1,479,340			11,959,831	23,796,190
Local Match	132,765	3,212	3,326	672,945	188,460			793,428	1,794,136
LSSRP Bond									
Local AC									
Total	2,838,767	324,000	2,139,500	5,867,000	1,667,800			12,753,259	25,590,326

2020/21-2025/26 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.

3/22/2022, 7:50 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>

Note id: 31

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4473	HBP	PE									
	Local Match										
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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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.											

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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: BPMPL-5258(039)

Phase Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
4494	HBP	PE										
	Local Match											
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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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:

Phase Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$								128,439	128,439
Local Match	-0							16,641	16,641
LSSRP Bond									
Local AC									
Total								145,080	145,080

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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		55,402							55,402
	Local Match			7,178							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	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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:

Phase Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	683,000		20,000						703,000
R/W	40,000		9,000						49,000
CON				5,867,000					5,867,000
Total	723,000		29,000	5,867,000					6,619,000
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	640,072		25,674	5,194,055					5,859,801
Local Match	82,928		3,326	672,945				-0	759,199
LSSRP Bond									
Local AC									
Total	723,000		29,000	5,867,000					6,619,000
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	604,660		17,706						622,366
Local Match	78,340		2,294						80,634
LSSRP Bond									
Local AC									
Total	683,000		20,000						703,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3930	HBP	PE		-17,706	17,706						
	Local Match			-2,294	2,294						
Fed. Reimb. Rate: 88.53% 8/17/2021 Andy Chou: Not ready to ad within 6 months. PE funds moved from FFY 20/21 to 21/22. Funds not obligated, moved to next fiscal year.										Total:	
3930	HBP	PE		17,706							17,706
	Local Match			2,294							2,294
Fed. Reimb. Rate: 88.53% 7/23/2021 Kirk Anderson: Add PE funds per 6-D signed 4/27/2021										Total:	20,000
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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
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 Local Match		61,971							61,971
Fed. Reimb. Rate: 88.53%		8,029							8,029
								Total:	70,000
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
Fed. Reimb. Rate: 88.53%		574							574
								Total:	5,000

R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	35,412		7,968						43,380
Local Match	4,588		1,032						5,620
LSSRP Bond									
Local AC									
Total	40,000		9,000						49,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3930	HBP	R/W		-7,968	7,968						
	Local Match			-1,032	1,032						
Fed. Reimb. Rate: 88.53%	8/17/2021 Andy Chou: Not ready to ad within 6 months. RW funds moved from FFY 20/21 to 21/22. Funds not obligated, moved to next fiscal year.							Total:			
3930	HBP	R/W		7,968							7,968
	Local Match			1,032							1,032
Fed. Reimb. Rate: 88.53%	7/23/2021 Kirk Anderson: Add RW funds per 6-D signed 4/27/2021.							Total:	9,000		

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
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: _____

CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$				5,194,055					5,194,055
Local Match				672,945				-0	672,945
LSSRP Bond									
Local AC									
Total				5,867,000					5,867,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3930	HBP	CON			-5,194,055	5,194,055					
	Local Match				-672,945	672,945					
Fed. Reimb. Rate: 88.53%	10/27/2021 DLA-Admin: Ready to Advertise. 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			5,194,055					-4,324,691	869,365
	Local Match				672,945					-560,310	112,635
Fed. Reimb. Rate: 88.53%	9/24/2021 Kirk Anderson: Nearly Ready to ad within 6 months. CON funds moved from FFY Beyond to 21/22. As requested in September 2021 Status. See 6-D for CON increase signed 8/27/2021.									Total: _____	
3930	HBP	CON								1,215,517	1,215,517
	Local Match									157,483	157,483
Fed. Reimb. Rate: 88.53%	7/23/2021 Kirk Anderson: Add CON funds per 6-D signed 04/27/2021.									Total: _____	
3930	HBP	CON					-3,109,174			3,109,174	
	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: _____	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3930 HBP CON				-3,109,174	3,109,174				
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					
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	
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	
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				
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					
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:	
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:	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	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:	
3930 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:	
3930 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:	
3930 HBP CON		99,596						-99,596	
Local Match		12,904						-12,904	
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 sactions are lifted							Total:	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3930 HBP CON	-99,596							99,596	
Local Match	-12,904							12,904	
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:	
3930 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:	
3930 HBP CON									
Local Match									
Fed. Reimb. Rate: 88.53%	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.							Total:	
3930 HBP CON									
Local Match									
Fed. Reimb. Rate: 88.53%	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.							Total:	
3930 HBP CON	99,596								99,596
Local Match	12,904								12,904
Fed. Reimb. Rate: 88.53%	3/10/2012 Tom Glaski: Create New project - Scour Countermeasure							Total:	112,500

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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:

Phase Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	392,000		23,000						415,000
R/W	50,000								50,000
CON			2,087,500						2,087,500
Total	442,000		2,110,500						2,552,500
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	442,000		2,110,500						2,552,500
Local Match									
LSSRP Bond									
Local AC									
Total	442,000		2,110,500						2,552,500
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	392,000		23,000						415,000
Local Match									
LSSRP Bond									
Local AC									
Total	392,000		23,000						415,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4258	HBP	PE			23,000						23,000
		Local Match									
Fed. Reimb. Rate: 100.00%										6/9/2021 Linda Newton: Add PE funding in FFY 21/22 to match LAPG 6-D dated 4/27/2021.	Total: <u>23,000</u>
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). 7/26/2017 Kirk Anderson: Add PE funds per Exhibit6-D in Edocs.	Total: <u>110,750</u>
4258	HBP	PE									
		Local Match									
Fed. Reimb. Rate: 100.00%										8/25/2017 Kirk Anderson: Reimbursement changed to 100% (Toll Credits). 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.	Total: <u></u>

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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	-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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$			2,087,500						2,087,500
Local Match									
LSSRP Bond									
Local AC									
Total			2,087,500						2,087,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4258	HBP	CON			-500						-500
	Local Match										
Fed. Reimb. Rate: 100.00% 2/9/2022 Andy Chou: CON funds revised to reflect RFA.										Total:	-500
4258	HBP	CON			2,088,000					-1,538,000	550,000
	Local Match										
Fed. Reimb. Rate: 100.00% 6/14/2021 Kirk Anderson: Ready to Advertise. CON funds moved from FFY Beyond to 21/22. Add CON funds to match 6-D signed 08/27/2021.										Total:	550,000
4258	HBP	CON								13,000	13,000
	Local Match										
Fed. Reimb. Rate: 100.00% 6/9/2021 Linda Newton: Add CON to Beyond to match LAPG 6-D dated 4/27/2021.										Total:	13,000
4258	HBP	CON					-1,525,000			1,525,000	
	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				
	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					
	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	
	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:	

New!

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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 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 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 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 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 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 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:	_____

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	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

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	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:

Phase Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	170,000						4,253,200	5,182,700

Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	759,500	170,000						4,253,200	5,182,700
Local Match									
LSSRP Bond									
Local AC									
Total	759,500	170,000						4,253,200	5,182,700

PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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>

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3494	HBP	R/W		140,000	-140,000						
	Local Match										
Fed. Reimb. Rate: 100.00%	2/19/2021 Linda Newton: Not ready to ad within 6 months. RW funds moved from FFY 21/22 to 20/21. As requested by agency.								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									
	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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total: _____		
3494	HBP	R/W									
	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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.								Total: _____		

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3494 HBP R/W 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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							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

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total	
3494	HBP	CON							-4,253,200	4,253,200		
	Local Match											
Fed. Reimb. Rate: 100.00%										10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 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%										10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. 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%										10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. 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%										10/27/2021 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	
	Local Match											
Fed. Reimb. Rate: 100.00%										10/7/2021 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in September 2021 Status.		Total: _____
3494	HBP	CON									-4,253,200	
	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				
	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: _____

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3494 HBP CON Local Match			-4,253,200	4,253,200					
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 Local Match			4,253,200					-4,253,200	
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 Local Match			-4,253,200					4,253,200	
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 Local Match		-4,253,200	4,253,200						
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 Local Match		4,253,200						-4,253,200	
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:	_____
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									
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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	_____
3494 HBP CON Local Match									
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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	_____

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3494 HBP Local Match	CON	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 Local Match	CON	-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 Local Match	CON	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 Local Match	CON	-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 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:	_____
3494 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:	_____
3494 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 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:	_____
3494 HBP Local Match	CON								
Fed. Reimb. Rate: 100.00%	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.							Total:	_____

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3494 HBP Local Match	CON	1,670,000						-1,670,000	
Fed. Reimb. Rate: 100.00%	9/26/2013 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 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							Total:	_____
3494 HBP Local Match	CON	-1,670,000						1,670,000	
Fed. Reimb. Rate: 100.00%	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:	_____
3494 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:	_____
3494 HBP Local Match	CON	9,500							9,500
Fed. Reimb. Rate: 100.00%	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.							Total:	_____
3494 HBP Local Match	CON								
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 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:	_____
3494 HBP Local Match	CON								
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 Local Match	CON	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 Local Match	CON	-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:	_____

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency

Prior	20/21	21/22	22/23	23/24	24/25	25/26	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. Other Federal Funds (HIP) must be shown in the FTIP.

Change!

Fed Proj:

Phase Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	192,267	126,000							318,267
R/W	60,000								60,000
CON								835,000	835,000
Total	252,267	126,000						835,000	1,213,267
Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	252,267	126,000						835,000	1,213,267
Local Match									
LSSRP Bond									
Local AC									
Total	252,267	126,000						835,000	1,213,267
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	192,267	126,000							318,267
Local Match									
LSSRP Bond									
Local AC									
Total	192,267	126,000							318,267

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3562	HBP	PE			-296,733						-296,733
		Local Match									
Fed. Reimb. Rate: 100.00% 10/14/2021 DLA-Admin: LAPG 6-D has been denied and additional PE funds removed.										Total:	-296,733
3562	HBP	PE			296,733						296,733
		Local Match									
Fed. Reimb. Rate: 100.00% 7/23/2021 Kirk Anderson: Add PE funds to match LAPG 6-D signed 04/19/2021										Total:	296,733
3562	HBP	PE	-34,483								-34,483
		Local Match									
Fed. Reimb. Rate: 100.00% 1/19/2021 Linda Newton: Revise prior year funding to match authorizations to date.										Total:	-34,483

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3562 HBP PE Local Match		6,000							6,000
Fed. Reimb. Rate: 100.00%	1/13/2021 Kirk Anderson: Add PE funds to match the 6-D dated 09/04/2020.							Total:	6,000
3562 HBP PE Local Match		120,000							120,000
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:	120,000
3562 HBP PE Local Match		60,000							60,000
Fed. Reimb. Rate: 100.00%	10/3/2018 Kirk Anderson: Add PE funds as requested in September 2018 HBP Survey.							Total:	60,000
3562 HBP PE Local Match		166,750							166,750
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:	166,750

R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3562	HBP	R/W									
	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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.									Total:	
3562	HBP	R/W									
	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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.									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:	

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	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: _____
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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3562	HBP	CON							-835,000	835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%	10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.										
										Total: _____	

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3562 HBP CON Local Match						-835,000	835,000		
Fed. Reimb. Rate: 100.00%	10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3562 HBP CON Local Match					-835,000	835,000			
Fed. Reimb. Rate: 100.00%	10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3562 HBP CON Local Match				-835,000	835,000				
Fed. Reimb. Rate: 100.00%	10/27/2021 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:	
3562 HBP CON Local Match				-442,000					-442,000
Fed. Reimb. Rate: 100.00%	10/14/2021 DLA-Admin: LAPG 6-D has been denied and additional CON funds removed.							Total:	-442,000
3562 HBP CON Local Match				1,277,000				-1,277,000	
Fed. Reimb. Rate: 100.00%	10/7/2021 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in September 2021 Status.							Total:	
3562 HBP CON Local Match								442,000	442,000
Fed. Reimb. Rate: 100.00%	7/23/2021 Kirk Anderson: Add CON funds to match LAPG 6-D signed 04/19/2021							Total:	442,000
3562 HBP CON Local Match			-835,000					835,000	
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:	
3562 HBP CON Local Match		-835,000	835,000						
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:	
3562 HBP CON Local Match		-835,000	835,000						
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:	
3562 HBP CON Local Match		835,000						-835,000	
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:	

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3562 HBP Local Match	CON	-835,000						835,000	
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:	_____
3562 HBP Local Match	CON								
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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. 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%	9/29/2015 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:	_____

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
3562 HBP CON Local Match									
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:	
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

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency

Prior	20/21	21/22	22/23	23/24	24/25	25/26	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. 8/3/2021: Toll credits used for R/W.

Fed Proj:

Phase Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
PE	227,500				662,500				890,000
R/W					63,000				63,000
CON								2,777,500	2,777,500
Total	227,500				725,500			2,777,500	3,730,500

Fund Source Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	227,500				725,500			2,777,500	3,730,500
Local Match									
LSSRP Bond									
Local AC									
Total	227,500				725,500			2,777,500	3,730,500

PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	227,500				662,500				890,000
Local Match									
LSSRP Bond									
Local AC									
Total	227,500				662,500				890,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4257	HBP	PE			-473,000		473,000				
		Local Match									
Fed. Reimb. Rate: 100.00%										10/22/2021 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 21/22 to 23/24. NEPA not yet clear.	Total: _____
4257	HBP	PE			-189,500		189,500				
		Local Match									
Fed. Reimb. Rate: 100.00%										10/19/2021 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 21/22 to 23/24 that are not needed to clear NEPA.	Total: _____
4257	HBP	PE		-662,500	662,500						
		Local Match									
Fed. Reimb. Rate: 100.00%										8/17/2021 Andy Chou: Not ready to ad within 6 months. PE funds moved from FFY 20/21 to 21/22. Funds not obligated, moved to next fiscal year.	Total: _____

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4257 HBP PE Local Match		662,500							662,500
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 5/6/2021 Kirk Anderson: As requested by the agency in a 6-D signed 04/19/2021.							Total:	662,500
4257 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
4257 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
4257 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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:	
4257 HBP PE Local Match									
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
R/W Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$					63,000				63,000
Local Match									
LSSRP Bond									
Local AC									
Total					63,000				63,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4257	HBP	R/W		-63,000			63,000				
		Local Match									
Fed. Reimb. Rate: 100.00% 8/3/2021 Andy Chou: Not ready to ad within 6 months. RW funds moved from FFY 20/21 to 23/24. NEPA not yet clear.										Total:	
4257	HBP	R/W		63,000							63,000
		Local Match									
Fed. Reimb. Rate: 100.00% 8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 5/6/2021 Kirk Anderson: As requested by the agency in a 6-D signed 04/19/2021.										Total:	63,000

CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$								2,777,500	2,777,500
Local Match									
LSSRP Bond									
Local AC									
Total								2,777,500	2,777,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4257	HBP	CON							-2,777,500	2,777,500	
		Local Match									
Fed. Reimb. Rate: 100.00% 10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 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						-2,777,500	2,777,500		
		Local Match									
Fed. Reimb. Rate: 100.00% 10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 24/25 to 25/26. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.										Total:	
4257	HBP	CON					-2,777,500	2,777,500			
		Local Match									
Fed. Reimb. Rate: 100.00% 10/27/2021 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.										Total:	

2020/21-2025/26 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4257 HBP CON Local Match					2,777,500			-2,777,500	
Fed. Reimb. Rate: 100.00%	10/7/2021 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 23/24. As requested in September 2021 Status.							Total:	
4257 HBP CON Local Match								1,640,000	1,640,000
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 5/6/2021 Kirk Anderson: As requested by the agency on 4/30/20210 in a 6-D signed 04/14/2021.							Total:	1,640,000
4257 HBP CON Local Match			-1,137,500					1,137,500	
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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 Local Match		-1,137,500	1,137,500						
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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 Local Match					1,137,500			-1,137,500	
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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 Local Match			-1,137,500					1,137,500	
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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:	
4257 HBP CON Local Match									
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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. 7/27/2021 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2018/19-23/24 to 2020/21-25/26. This does not impact funds in the current FTIP cycle.							Total:	
4257 HBP CON Local Match			1,137,500					-1,137,500	
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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:	

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District: 06 County: Madera

Responsible Agency	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4257 HBP CON Local Match		-1,137,500						1,137,500	
Fed. Reimb. Rate: 100.00%	8/3/2021 Andy Chou: Reimbursement changed to 100% (Toll Credits). 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

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District: 06 County: Madera

Responsible Agency

Prior	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$					753,840			2,183,583	2,937,423
Local Match					188,460			545,896	734,356
LSSRP Bond									
Local AC									
Total					942,300			2,729,479	3,671,779
PE Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$					753,840				753,840
Local Match					188,460				188,460
LSSRP Bond									
Local AC									
Total					942,300				942,300

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4607	HBP	PE					753,840				753,840
	Local Match						188,460				188,460
Fed. Reimb. Rate: 80.00% 8/17/2021 Linda Newton: Revise funding to new reimbursement rate.										Total:	942,300
4607	HBP	PE					-834,218				-834,218
	Local Match						-108,082				-108,082
Fed. Reimb. Rate: 88.53% 8/17/2021 Linda Newton: Revise funding to new reimbursement rate.										Total:	-942,300
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:	_____

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	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

CON Summary:	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$								2,183,583	2,183,583
Local Match								545,896	545,896
LSSRP Bond									
Local AC									
Total								2,729,479	2,729,479

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
4607	HBP	CON								2,183,583	2,183,583
	Local Match									545,896	545,896
Fed. Reimb. Rate: 80.00%	8/17/2021 Linda Newton: Revise funding to new reimbursement rate.							Total:		2,729,479	
4607	HBP	CON								-2,416,408	-2,416,408
	Local Match									-313,071	-313,071
Fed. Reimb. Rate: 88.53%	8/17/2021 Linda Newton: Revise funding to new reimbursement rate.							Total:		-2,729,479	
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	

2020/21-2025/26 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	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
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MPO Summary: Madera County Transportation Commission

Number of Projects: 9

Total Costs:

	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	2,706,002	320,788	2,136,174	5,194,055	1,479,340			11,959,831	23,796,190
Local Match	132,765	3,212	3,326	672,945	188,460			793,428	1,794,136
LSSRP Bond									
Local AC									
Total for all Phases	2,838,767	324,000	2,139,500	5,867,000	1,667,800			12,753,259	25,590,326

Appendix F

Certifications

FEDERAL FISCAL YEAR 2022 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 all categories: *(check here)* _____.

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 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

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 the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

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: Apr 29, 2022

Name Patricia Taylor Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): 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 
Shannon Chaffin, Esq. (Apr 29, 2022 08:54 PDT) Date: Apr 29, 2022

Name Shannon 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.

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.

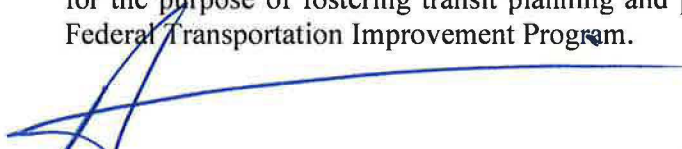
SECTION 5: MOU Termination

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:

 2/24/20

City Attorney, City of Madera Date



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.

2.3 Planning Assistance

MCTC will provide input into the development of the transit planning documents produced by COUNTY. In addition, MCTC will work cooperatively with and assist COUNTY 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 COUNTY 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 COUNTY 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 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.

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 COUNTY 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 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.

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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
Administrative Officer, County of Madera

 5/20/2020
PATRICIA TAYLOR Date
Executive Director, MCTC

APPROVE AS TO FORM:

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

Madera County Counsel 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

Madera County Transportation Commission Federally Funded Projects that Implement Approved TCMs

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
TCM1 - Traffic Flow Improvements					
MADCO	MAD102060	2210000286	Road 23	Shoulder Paving	\$187,000 1.04
MADCO	MAD102061	2210000288	Ave 9	Shoulder Paving	\$99,000 1.04
MADCO	MAD102073	2210000370	Road 36	Shoulder Paving	\$563,000 1.04
MADCO	MAD102074	2210000371	Road 36	Shoulder Paving	\$469,000 1.04
MADCO	MAD102075	2210000372	Road 36	Shoulder Paving	\$563,000 1.04
MADCO	MAD102076	2210000373	Road 209	Shoulder Paving	\$863,000 1.04
MADCO	MAD102077	2210000374	Road 23	Shoulder Paving	\$357,000 1.04
MADCO	MAD102079	2210000376	Road 12	Shoulder Paving	\$188,000 1.04
MADCO	MAD202072	2210000284	Raymond Road	Shoulder Paving, Curb and Gutter	\$314,000 1.04
MADCO	MAD202079	2210000333	Madera	Shoulder Paving, Curb, Gutter	\$306,000 1.04
MADCO	MAD202080	2210000334	Madera	Various Locations	Alley Paving \$185,000 1.10
MADCO	MAD202081	2210000335	Madera	Intersections of 4th Street, Lake Street, and Central Avenue	Intersection Improvements \$566,000 1.07
MADCO	MAD202091	2210000381	Pecan Avenue	Pine to Golden State Boulevard	Shoulder Paving \$665,000 1.04
MADCO	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
MADCO	MAD217037	2210000412	Alley Paving Various Locations	Alley Paving (currently unpaved) 10-15 locations throughout the City of Madera	Alley Paving \$690,000 1.10
MADCO	MAD217040	2210000421	Traffic Signalization D Street and South Street	New Traffic Signal on D Street and South Street	Traffic Signal \$450,000 5.02
MADCO	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	FTA Section 5311 \$906,000 2.01
MADCO	MAD113041	2210000298	County	Operating Assistance	FTA Section 5311 \$3,498,000 2.01
MADCO	MAD113049	2210000397	MCC Preventative Maintenance	Operating Assistance	FTA Section 5311 \$662,000 2.01
MADCO	MAD113401	2210000433	MCC	Operating Assistance	FTA Section 5307 \$5,150,000 2.01
MADCO	MAD113402	2210000434	MCC Preventative Maintenance	Operating Assistance	FTA Section 5307 \$662,000 2.01
MADCO	MAD213091	2210000302	DAR	Operating Assistance	FTA Section 5307 \$5,150,000 2.01
MADCO	MAD213092	2210000303	MAX	Operating Assistance	FTA Section 5307 \$5,382,000 2.01
MADCO	MAD213093	2210000304	Intermodal Center	Operating Assistance	FTA Section 5307 \$912,000 2.01
MADCO	MAD213094	2210000321	MAX Preventative Maintenance	Operating Assistance	FTA Section 5307 \$1,138,000 2.01
MADCO	MAD213104	2210000403	Transit Facility Operating Assistance	Operating Assistance	FTA Section 5307 \$420,000 2.01
MADCO	MAD213105	2210000404	Bus Shelters	Bus Shelters	FTA Section 5307 \$160,000 2.07
MADCO	MAD113410	2210000442	Madera County	Bus Stop Shelter and Amenities	FTA Section 5307 \$674,000 2.07
TCM3 - Bicycle/Pedestrian Program					
MADCO	MAD102059	2210000249	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities \$1,641,000 3.02
MADCO	MAD202069	2210000284	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities \$336,000 3.02
MADCO	MAD202074	2210000315	Cleveland Avenue	Cleveland Avenue to Fresno River on MID	Construct Bike/Ped Facilities \$379,000 3.02
MADCO	MAD202083	2210000337	Schnoor Avenue	Sidewalk Construction Between Sunset Avenue and Fresno River	Construct Pedestrian Facilities \$150,000 3.02
MADCO	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
MADCO	MAD217036	2210000411	Pedestrian Facilities Washington School	Around Elementary School	Construct Bike/Ped Facilities \$368,000 3.02
MADCO	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					
MADCO	MAD213110	2210000423	Madera	Electric Vehicle Charging Station	EV Infrastructure \$149,000 4.12
MADCO	MAD217039	2210000420	Madera	Purchase New Electric Bus and Charging Facilities	Fleet Conversion/EV Infrastructure \$586,000 4.12
MADCO	MAD115006	2210000400	Madera County	Purchase New Transit Vehicle	Fleet Conversion \$554,000 2.10
MADCO	MAD213201	2210000430	Madera	Purchase New Transit Vehicle	Fleet Conversion \$300,000 2.10
MADCO	MAD213202	2210000431	Madera	Purchase New Transit Vehicle	Fleet Conversion \$300,000 2.10
MADCO	MAD213203	2210000432	Madera	Purchase New Transit Vehicle	Fleet Conversion \$300,000 2.10
MADCO	MAD113403	2210000435	Madera County	Purchase Three New Paratransit Vehicles	Fleet Conversion \$430,000 2.10
MADCO	MAD113404	2210000436	Madera County	Purchase Five New Paratransit Vehicles (Electric)	Fleet Conversion \$1,214,000 4.12
MADCO	MAD113405	2210000437	Madera County	Purchase Two Transit Vans	Fleet Conversion \$109,000 2.10
MADCO	MAD113406	2210000438	Madera County	Purchase Three Vans (Electric)	Fleet Conversion \$528,000 4.12
MADCO	MAD113407	2210000439	Madera County	Purchase Van (Electric)	Fleet Conversion \$194,000 4.12
MADCO	MAD113408	2210000440	Madera County	Purchase Van (Electric)	Fleet Conversion \$201,000 4.12
MADCO	MAD113409	2210000441	Madera County	Transit Electric Infrastructure Improvements	EV Infrastructure \$1,800,000 4.12
MADCO	MAD215004	2210000402	Madera	Purchase New Transit Vehicle (Formula)	Fleet Conversion \$238,000 4.12
MADCO	MAD115010	2210000426	Madera County	Purchase New Van	Fleet Conversion \$57,000 2.10
MADCO	MAD215020	2210000443	Madera County	Purchase New Van (Electric) (Formula)	Fleet Conversion \$183,000 4.12
MADCO	MAD215021	2210000444	Madera County	Purchase New Van (Electric) (Formula)	Fleet Conversion \$191,000 4.12
MADCO	MAD215022	2210000445	Madera County	Purchase New Van (Electric) (Formula)	Fleet Conversion \$201,000 4.12

Appendix I

Annual Listing of Projects FY 2021

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

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Appendix K

MCTC Resolution

BEFORE
THE COMMISSIONERS OF
THE MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA

RESOLUTION ADOPTING THE MADERA COUNTY TRANSPORTATION COMMISSION 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND THE CORRESPONDING CONFORMITY ANALYSIS

Resolution No.: 22-13

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2022 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the Madera County Transportation Commission are 10% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the

best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, the 2022 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, a 2022 RTP/SCS has been prepared in full compliance with federal guidance; 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, projects submitted in the 2023 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2023 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 Madera County Transportation Commission forum and general public involvement; and

WHEREAS, the 2023 FTIP program listing is consistent with: 1) the 2022 RTP/SCS; 2) the 2022 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2023 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2023 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, Madera County Transportation Commission has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, Madera County Transportation Commission 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, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2022 RTP/SCS and 2023 FTIP; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the documents have been widely circulated and reviewed by the Madera County Transportation Commission 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 the public participation process adopted by the Madera County Transportation Commission; and

WHEREAS, a public hearing was conducted on July 20, 2022 to hear and consider comments on the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

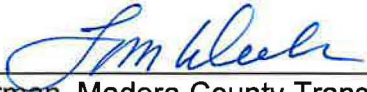
NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission adopts the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission finds that the 2022 RTP/SCS and 2023 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission also finds that the 2022 RTP/SCS meets the SB 375 GHG reduction targets of 10% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION was passed and adopted by the Madera County Transportation Commission this 31st day of August 2022 by the following vote:

Commissioner Wheeler	<u>Yes</u>
Commissioner Palmer	<u>Yes</u>
Commissioner Gallegos	<u>Yes</u>
Commissioner Rodriguez	<u>Yes</u>
Commissioner Frazier	<u>Yes</u>
Commissioner Poythress	<u>Yes</u>




Chairman, Madera County Transportation Commission



Executive Director, Madera County Transportation Commission

I hereby certify that the foregoing is a true copy of a resolution of the Madera County Transportation Commission duly adopted at a regular meeting thereof held on the 31st day of August 2022.

Signed: _____


Executive Director

Appendix L

Public Notice and Response to Comments

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS,
AND NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT
REPORT (SCH # 2021030268)**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission will hold a public hearing on July 20, 2022 at 3:00 p.m. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board at 2001 Howard Road, Suite 201, Madera, CA 93637 or via teleconference using the GoToWebinar platform regarding the Draft 2023 Federal Transportation Improvement Program (2023 FTIP), the Draft 2022 Regional Transportation Plan/Sustainable Community Strategy (2022 RTP/SCS), the corresponding Draft Air Quality Conformity Analysis for the 2023 FTIP and 2022 RTP/SCS and the Draft Environmental Impact Report (EIR). The purpose of the public hearing is to receive public comments on these documents.

- The 2023 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 2022 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Madera County transportation needs out to the year 2046.
- The EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2023 FTIP and 2022 RTP/SCS 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 telephonically by calling (559) 675-0721 or in writing addressed to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

The public review and comment period for each of the documents listed above are as follows:

- 55 days commencing on June 29, 2022 and ending on August 23, 2022 for the 2022 RTP/SCS;
- 45 days commencing on June 29, 2022 and ending on August 13, 2022 for the Draft EIR; and
- 30 days commencing on June 29, 2022 and ending on July 29, 2022 for the 2023 FTIP and Draft Air Quality Conformity Analysis.

Based on the analysis presented in the Draft EIR, potentially significant and unavoidable direct and cumulative environmental impacts may occur to the following resources areas:

Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Climate Change, Cultural Resources & Tribal Cultural Resources, Energy and Energy Conservation, Geology/Soils/Mineral Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Planning, and Recreation, Noise and Vibration, Population, Housing, and Employment, Public Utilities, Other Utilities, and Services Systems, Transportation/Traffic, and Wildfire. Although the 2023 FTIP and the 2022 RTP/SCS include areas containing sites that are subject to Government Code 65962.5, neither the 2023 FTIP nor the 2022 RTP/SCS propose site-specific development of any of those locations.

The draft documents are available for review at the Madera County Transportation Commission office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the Madera County Transportation Commission website at www.maderactc.org

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. on the aforementioned dates to staff identified below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission at a regularly scheduled meeting to be held on August 31, 2022. The documents will then be submitted to state and federal agencies for approval.

Contact Persons:

Draft 2022 RTP, Conformity Analysis, EIR

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

Draft 2023 FTIP

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

*****Proof of Publication*****

(2015.5 C.C.P.)

The Madera Tribune
P.O. Box 269
Madera, Ca 93639
Ph: 559-674-2424
legals@maderatribune.net

NOTICE OF PUBLIC HEARING

MADERA COUNTY TRANSPORTATION COMMISSION

REVISED 2022 RTP 2023 FTIP

REF. NO. 5129

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:

PUBLISHED ON: JUNE 29, 2022

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

Dated: This Day 29 of June, 2022

Signature Christy Lopez

NOTICE OF PUBLIC HEARING ON THE DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT (SCH # 2021030268)

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

Draft 2023 FTIP

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

From: [Kahrs, Jacqueline J@DOT](mailto:Kahrs.Jacqueline.J@DOT)
To: [Jeff Findley](mailto:Jeff.Findley)
Cc: [Johnson Jr, Robert J@DOT](mailto:Johnson.Jr.Robert.J@DOT)
Subject: MCTC Draft 2023 FTIP - Caltrans Division of Financial Programming Comments
Date: Tuesday, July 26, 2022 11:29:50 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi Jeff,

Thank you for the opportunity to review MCTC's Draft 2023 FTIP:
<https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>.

Below are the public comments provided by the Caltrans Division of Financial Programming. You will notice many of the project specific comments are the same, simply asking for a little more detail in the project description, although I do not have concerns about eligibility. Please address each comment below and reach out if you have any questions.

Financial Summary Comments:

- For both the Revenue and Programmed Tables, under the Federal Highway category, there is a line for Tribal Transportation Program. However, MCTC identifies TTP in the "Other" row. Please consider using the Tribal Transportation Program row or explain why the "Other" row is utilized instead.
- Since STBGP funds are exchanged for state cash, the revenues should be reflected in the "Local" revenues funding source: "RSTP Exchange Funds."
- For both the Revenue and Programmed Tables, under the Federal Highway category, there are some funds identified for STBGP for FY 23 and FY 26. Please explain or consider adding a footnote as to why these amounts are not exchanged through the RSTP Exchange Program.

Project Specific Comments:

- CTIPS ID# 22100000286: Please include more detail in the project description about the shoulder paving.
- CTIPS ID# 22100000371: Please include more detail in the project description about the shoulder paving.
- CTIPS ID# 22100000404: Please provide more detail in the project description, such as the amount of bus shelters that will be constructed or replaced.
- CTIPS ID# 22100000418: Please identify the total project cost in CTIPS.
- CTIPS ID# 22100000036: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
- CTIPS ID# 22100000431: Please provide more detail about the new transit vehicle, such as type and size.
- CTIPS ID# 22100000434: Please provide more detail about what the county preventive maintenance entails.
- CTIPS ID# 22100000321: Please provide more detail about the preventative maintenance.
- CTIPS ID# 22100000381: Please add more detail in the project description

- about the shoulder paving.
- CTIPS ID# 22100000393: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
 - CTIPS ID# 22100000334: Please include more detail in the project description about the alley paving and location(s) if available.
 - CTIPS ID# 22100000360: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
 - CTIPS ID# 22100000369: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
 - CTIPS ID# 22100000397: Please provide more detail about the preventative maintenance.
 - CTIPS ID# 22100000427: Please provide more detail about the new transit vehicle, such as type and size.
 - CTIPS ID# 22100000333: Please include more detail in the project description about the shoulder paving.
 - CTIPS ID# 22100000358: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
 - CTIPS ID# 22100000370: Please include more detail in the project description about the shoulder paving.
 - CTIPS ID# 22100000373: Please include more detail in the project description about the shoulder paving.
 - CTIPS ID# 22100000412: Please include more detail about in the project description about the alley paving.
 - CTIPS ID# 22100000430: Please provide more detail about the new transit vehicle, such as type and size.
 - CTIPS ID# 22100000239: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
 - CTIPS ID# 22100000288: Please include more detail in the project description about the shoulder paving.
 - CTIPS ID# 22100000335: Please provide more detail in the project description regarding the intersection improvements.
 - CTIPS ID# 22100000396: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
 - CTIPS ID# 22100000432: Please provide more detail about the new transit vehicle, such as type and size.
 - CTIPS ID# 22100000314: Please include more detail in the project description about the shoulder paving.
 - CTIPS ID# 22100000376: Please include more detail in the project description about the shoulder paving.
 - CTIPS ID# 22100000426: Please provide more detail about the new transit vehicle, such as type and size.
 - CTIPS ID# 22100000374: Please include more detail in the project description about the shoulder paving.
 - CTIPS ID# 22100000400: Please provide more detail about the new transit vehicle, such as type and size.
 - CTIPS ID# 22100000415: Please include more detail in the project description about the shoulder paving.

Thank you,

Jacqueline Kahrs
Office of Federal Programming and Data Management

Division of Financial Programming
California Department of Transportation
(916) 215-3382 (cell)
(916) 653-7140 (office)
jacqueline.kahrs@dot.ca.gov

From: Dylan Stone <dylan@maderactc.org>

Sent: Wednesday, June 29, 2022 3:00 PM

To: Abhijit Badge (abhijit.badge@dot.ca.gov) <abhijit.badge@dot.ca.gov>; Ahron Hakimi <ahakimi@kerncog.org>; Alex Marcucci <amarcucci@trinityconsultants.com>; Arellano, Alexis@DOT <Lexie.Arellano@dot.ca.gov>; Adams, Alicia@ARB <Alicia.Adams@arb.ca.gov>; Anita Lee (lee.anita@epa.gov) <lee.anita@epa.gov>; Becky Napier <bnapier@kerncog.org>; Ben Giuliani (bgiuliani@tularecog.org) <bgiuliani@tularecog.org>; Brian Clerico <Brian.clerico@dot.ca.gov>; De Terra, Bruce@CATC <Bruce.De.Terra@catc.ca.gov>; Knecht, Carey@ARB <Carey.Knecht@arb.ca.gov>; Claudia Gonzales <cgonzales@chukchansitribe.net>; Dan Leavitt <dan@sjjpa.com>; Hendrix, Dana E@DOT <dana.hendrix@dot.ca.gov>; Padilla, Dave@DOT <dave.padilla@dot.ca.gov>; Cortez, David M@DOT <david.m.cortez@dot.ca.gov>; Deel, David@DOT <david.deel@dot.ca.gov>; Derek Winning (DWinning@tularecog.org) <DWinning@tularecog.org>; Diane Nguyen (nguyen@sjcog.org) <nguyen@sjcog.org>; Dylan Stone <dylan@maderactc.org>; Ed Flickinger (eflickinger@kerncog.org) <eflickinger@kerncog.org>; Edith Robles (erobles@stancog.org) <erobles@stancog.org>; Elisabeth Hahn (ehahn@stancog.org) <ehahn@stancog.org>; Elizabeth Wright (ewright@tularecog.org) <ewright@tularecog.org>; Ellen Bitter (ebitter@cityofmadera.com) <ebitter@cityofmadera.com>; Ellen Moy (ellen.moy@comcast.net) <ellen.moy@comcast.net>; Emma Goldsmith <egoldsmith@stancog.org>; Chin, Eric C@DOT <eric.chin@dot.ca.gov>; Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>; Thompson, Erin M@DOT <Erin.Thompson@dot.ca.gov>; Evelyn Espinosa <evelyn@maderactc.org>; Becket, Forest P@DOT <forest.becket@dot.ca.gov>; Gabriel Gutierrez (ggutierrez@tularecog.org) <ggutierrez@tularecog.org>; Valencia, Gilbert@DOT <Gilbert.Valencia@dot.ca.gov>; Heather King (heather.king@arb.ca.gov) <heather.king@arb.ca.gov>; External, IOjeda@DOT <IOjeda@stancog.org>; Ivette Iraheta <iiraheta@madera.gov>; Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>; Jamaica Gentry (jamaica.gentry@dot.ca.gov) <jamaica.gentry@dot.ca.gov>; Perrault, James R@DOT <james.perrault@dot.ca.gov>; Jared Carter (jcarter@madera-county.com) <jcarter@madera-county.com>; Jasmine Amanin (jasmine.amanin@dot.gov) <jasmine.amanin@dot.gov>; External, jrogers <jrogers@cityofchowchilla.org>; Baird, Jay@DOT <jay.baird@dot.ca.gov>; Jeff Findley <jeff@maderactc.org>; Jessica Coria (jessica.coria@valleyair.org) <jessica.coria@valleyair.org>; Joseph Stramaglia (jstramaglia@kerncog.org) <jstramaglia@kerncog.org>; Joseph Vaughn (Joseph.Vaughn@dot.gov) <Joseph.Vaughn@dot.gov>; Swearingen, Joshua B@DOT <joshua.swearingen@dot.ca.gov>; Kai Hahn <khan@fresnocog.org>; Karina O'Connor (oconnor.karina@epamail.epa.gov) <oconnor.karina@epamail.epa.gov>; Keith Helmuth (khelmuth@cityofmadera.com) <khelmuth@cityofmadera.com>; Romero, Ken J@DOT <ken.j.romero@dot.ca.gov>; Mariant, Kevin B@DOT <kevin.mariant@dot.ca.gov>; Kevin Wing (kevin.wing@valleyair.org) <kevin.wing@valleyair.org>; Vu, Khanh D@DOT <khanh.vu@dot.ca.gov>; Kim Kloeb (kloeb@sjcog.org) <kloeb@sjcog.org>; Kristine Cai (kcai@fresnocog.org) <kcai@fresnocog.org>; Carr, Laura@ARB <Laura.Carr@arb.ca.gov>; Laura Lawrence (lawrence.laura@epa.gov) <lawrence.laura@epa.gov>; Kimura, Lezlie@ARB

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Subject: IAC: MCTC Draft 2023 FTIP, Draft 2022 RTP/SCS, Draft EIR and Draft AQ Conformity Analysis

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear IAC partners,

The Madera County Transportation Commission is proposing a Draft 2023 Federal Transportation Improvement Program (2023 FTIP), Draft 2022 Regional Transportation Plan/Sustainable Community Strategy (2022 RTP/SCS), Draft Program Environmental Impact Report (Draft PEIR), and corresponding Draft Air Quality Conformity Analysis. See Attached IAC memo for details. Referenced documents are available on the MCTC website at www.maderactc.org.

The public review and comment period for each of the documents listed above are as follows:

- 55 days commencing on June 29, 2022 and ending on August 23, 2022 for the 2022 RTP/SCS;

- 45 days commencing on June 29, 2022 and ending on August 13, 2022 for the Draft PEIR; and
- 30 days commencing on June 29, 2022 and ending on July 29, 2022 for the 2023 FTIP and Draft Air Quality Conformity Analysis.

Comments are due by the dates shown above by 5:00 P.M.

Adoption of the 2023 FTIP, 2022 RTP/SCS, and corresponding Air Quality Conformity Analysis and certification of the Draft PEIR is scheduled for the August 31, 2022 MCTC Board meeting.

The Draft 2023 FTIP, 2022 RTP/SCS and corresponding Air Quality Conformity Analysis meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conform to the applicable SIPs.

If you have any questions or would like to submit comments, please contact:

Draft 2022 RTP, Conformity Analysis, PEIR

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

Draft 2023 FTIP

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

Thank you,

Dylan Stone, Principal Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721 Ex 3

I'm working remotely and can be best reached by my email:

dylan@maderactc.org

www.maderactc.org

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Response to Comments – Draft 2023 FTIP

July 20, 2022 Public Hearing

No public comments were received.

Caltrans Office of Federal Transportation and Data Management Email Received on July 26, 2022

Thank you for your comments on the Madera County Draft 2023 FTIP. Please see our responses to your comments below.

Financial Summary Comments

1. For both the Revenue and Programmed Tables, under the Federal Highway category, there is a line for Tribal Transportation Program. However, MCTC identifies TTP in the “Other” row. Please consider using the Tribal Transportation Program row or explain why the “Other” row is utilized instead.

Response: MCTC has moved the TTP funding to the identified category.

2. Revenue Table: Since STBGP funds are exchanged for state cash, the revenues should be reflected in the "Local" revenues funding source: "RSTP Exchange Funds."

Response: MCTC now reflects STBGP funds as “Local” funds.

3. For both the Revenue and Programmed Tables, under the Federal Highway category, there are some funds identified as STBGP for FY 23 and FY 26. Please explain or consider adding a footnote as to why these amounts are not exchanged through the RSTP Exchange Program.

Response: MCTC now reflects STBGP funds as “Local” funds.

Project Specific Comments

4. CTIPS ID#22100000286: Please include more detail in the project description about the shoulder paving.
5. CTIPS ID# 22100000371: Please include more detail in the project description about the shoulder paving.
6. CTIPS ID# 22100000404: Please provide more detail in the project description, such as the amount of bus shelters that will be constructed or replaced.
7. CTIPS ID# 22100000418: Please identify the total project cost in CTIPS.
8. CTIPS ID# 22100000036: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
9. CTIPS ID# 22100000431: Please provide more detail about the new transit vehicle, such as type and size.

10. CTIPS ID# 22100000434: Please provide more detail about what the county preventive maintenance entails.
11. CTIPS ID# 22100000321: Please provide more detail about the preventative maintenance.
12. CTIPS ID# 22100000381: Please add more detail in the project description about the shoulder paving.
13. CTIPS ID# 22100000393: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
14. CTIPS ID# 22100000334: Please include more detail in the project description about the alley paving and location(s) if available.
15. CTIPS ID# 22100000360: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
16. CTIPS ID# 22100000369: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
17. CTIPS ID# 22100000397: Please provide more detail about the preventative maintenance.
18. CTIPS ID# 22100000427: Please provide more detail about the new transit vehicle, such as type and size.
19. CTIPS ID# 22100000333: Please include more detail in the project description about the shoulder paving.
20. CTIPS ID# 22100000358: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
21. CTIPS ID# 22100000370: Please include more detail in the project description about the shoulder paving.
22. CTIPS ID# 22100000373: Please include more detail in the project description about the shoulder paving.
23. CTIPS ID# 22100000412: Please include more detail about in the project description about the alley paving.
24. CTIPS ID# 22100000430: Please provide more detail about the new transit vehicle, such as type and size.
25. CTIPS ID# 22100000239: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
26. CTIPS ID# 22100000288: Please include more detail in the project description about the shoulder paving.
27. CTIPS ID# 22100000335: Please provide more detail in the project description regarding the intersection improvements.
28. CTIPS ID# 22100000396: Please include a reference to where these projects (or grouped project listing) can be found in the 2022 RTP.
29. CTIPS ID# 22100000432: Please provide more detail about the new transit vehicle, such as type and size.
30. CTIPS ID# 22100000314: Please include more detail in the project description about the shoulder paving.
31. CTIPS ID# 22100000376: Please include more detail in the project description about the shoulder paving.

32. CTIPS ID# 22100000426: Please provide more detail about the new transit vehicle, such as type and size.
33. CTIPS ID# 22100000374: Please include more detail in the project description about the shoulder paving.
34. CTIPS ID# 22100000400: Please provide more detail about the new transit vehicle, such as type and size.
35. CTIPS ID# 22100000415: Please include more detail in the project description about the shoulder paving.

Response: MCTC has updated the projects in CTIPS to reflect the requested information. Some of the Grouped Project Listings do not have any projects within the four-year element of the Draft FTIP but are included for informational purposes only.

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", written over a horizontal line.

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

2023 FTIP Checklist

2023 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* 2023 FTIP at the start of the FTIP public review period but not later than **August 30, 2022**.
- ✓ Upload the final 2023 FTIP, along with any amendments and to the 2023 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2022**.
- ✓ Email web-link to the Final 2023 FTIP and amendments to Caltrans by **September 30, 2022**.

II. FTIP Package Submittal:

Paper copies of the draft or final 2023 FTIPs are not required.

Verify that your draft and final 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)
- Board resolution that addresses the following. Include signed board resolution with your final 2023 FTIP.
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450
 - Consistency with the Regional Transportation Plan (RTP)2022(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)
- Federal Performance Measures:
 - The FTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).
 - Include description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan/RTP, linking investment priorities to the performance targets.
 - Submit FTIP Performance Measures Reporting Workbook in Excel via email.
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated _____
- Include analysis of revenues dedicated for maintaining and operating the federal-aid system
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Web link to the CMAQ and STBGP project selection process

Appendix P

How the FTIP Addresses Federal Requirements for Performance Measures

2023

Appendix P

Transportation Performance
Management

Madera County Transportation Commission

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How the FTIP Addresses Federal Requirements for 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 specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the regional transportation plan (RTP) and FTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- 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

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

- 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

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

NHS Performance

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

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) 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 safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit 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 the target setting process.

The FTA PM focus areas and associated metrics are as follows:

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) scaleⁱⁱ

Transit Safety

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

Public Transit 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 was July 19, 2019, and the compliance date was initially set for 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 to be 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 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.ⁱⁱⁱ

The final rule specifically requires transit agencies receiving 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: number of fatalities, number of 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 to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How the Madera County Transportation Commission Addresses Each Performance Management Focus Area

Transportation 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.

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 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.

Caltrans set safety performance targets in August 2021 for the 2022 calendar year as shown in Table 1 below. MCTC adopted regional targets in February 2022. MCTC used Caltrans’ methodology to set targets for the region. MCTC has elected to support the 2020 Caltrans statewide safety performance targets (SPMTs), which are based on the principles of “Towards Zero Deaths (TZD) by 2050, by planning and programming projects that contribute to these goals. Table 2 shows the PM 1 targets for the MCTC planning region for 2022.

Table 1 Safety Performance Targets

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2022	Annual Percentage Change for 2022
Number of Fatalities	FARS	3,491.8	-3.61%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.042	-2.00%
Number of Serious Injuries	SWITRS	16,704.2	1.66%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.879	1.66%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,684.4	-3.61% for Fatalities and 1.66% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with Office of Traffic Safety (OTS).

Table 2 Transportation Safety (PM1) Targets

Performance Target	Data Source	5- Yr. Rolling Average (2022) for Madera	Percent Reduction (2022)	Numerical Target (2022)
Number of Fatalities	FARS	29.6	3.61%	28
Rate of Fatalities (per 100M VMT)	FARS & HPMS	4	2.0%	3.9
Number of Serious Injuries	SWITRS	84	1.66%	82.7
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	11.3	1.66%	11.1
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	14	3.61 % for Fatalities and 1.66% for Serious Injuries	12

Many of the projects programmed in the FTIP serve to improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

Additional safety related efforts in Madera County, which are not presented in the FTIP, are by Madera County and the City of Chowchilla. Madera County is currently working on finalizing a systemic safety analysis report program and the City of Chowchilla is in the process of developing a Local Roadway Safety Plan.

Three statewide funding programs dedicated to transportation safety are employed by MCTC including:

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

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation 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 specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments to locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *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

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted 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 the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way,

multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for 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 program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may 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 Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2022 SHOPP Collision Reduction Numbers (Statewide)

A total of 733 projects are included in the 2022 SHOPP that was adopted by the CTC in March 2022. The 2022 SHOPP is valued at \$17.9 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 116 programmed safety projects totaling \$1,447,532,000. The SHOPP reserves \$1,188,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

MCTC's Funding Programs

In the 2023 TIP, there are \$6,664,000 in Federal and Local Funds directed to projects that have a primary purpose of improving roadway safety for all users (Table 3). Funding for safety-focused projects account for 1.6 % of all the dollars in the 2023 TIP, and 9.3% of all projects in the 2023 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 pedestrian and bike safety projects which include \$8,130,000 from Federal and Local funding sources. In addition to the state safety investments directed to projects throughout the region, a sampling of other significant road safety investments in the 2023 TIP include:

Table 3 Summary of Safety Projects in the 2023 FTIP

Category	Number of Projects	% of Projects	Total Project Cost (All Years)	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	8	9.3	6,664,000	1.6	5,883,000	2.1
Other Projects with Safety Components	6	7.0	70,241,000	17.1	41,876,000	14.8
Non-Safety Projects	72	83.7	333,878,000	81.3	235,183,000	83.1
Total FTIP Investments	86	100	410,783,000	100	282,942,000	100

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. There are 14 projects programmed in the 2023 TIP, accounting for nearly \$76,905,000 in investments, are anticipated to reduce traffic fatalities and/or serious injuries (Table 3) these projects account for 16.3% of all projects in the FTIP.

Safety Project Highlights

MCTC is committed to the support and achievement of the statewide safety targets. The following SHOPP Minor A and B grouped projects were programmed in the prior FTIP and have been constructed:

- SR 145: In Madera County, in Madera from Avenue 13 to Sixth Street. Upgrade and install Americans with Disabilities Act (ADA) curb ramps and sidewalks.
- SR 49: In Madera County, near Oakhurst at Junction Drive. Construct Americans with Disabilities Act (ADA) curb ramps and access to Accessible Pedestrian Signals (APS) buttons.
- Intersection Improvements: County of Madera; Construct Roundabout at Road 274 and Road 225 in North Fork.

The 2023 FTIP lists many projects that will primarily 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, sidewalk constructions, and pedestrian bridges. These projects are funded via CMAQ and local funding 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

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- 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
- 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.

Projects that are primarily focused on other non-safety objectives and are also expected to contribute to a safer roadway environment are located mainly in the CMAQ and STIP category. For instance:

- 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.
- City of Madera:
 - Intersection Improvements at the Intersections of 4th Street, Lake Street, and Central Avenue
 - Two new traffic signals: Cleveland Avenue and Granada Drive and on D Street and South Street.

National Highway System (NHS) Pavement & 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 3.8 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 3.8 locally owned NHS lane miles: 81.1% miles were reported in Fair condition and 18.9% in Poor condition as of the latest draft CA Transportation Asset Management Plan (TAMP). 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 NHS Pavement and Bridge Condition (PM 2) Targets

Performance Measure	Target
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

MCTC, as well as all other MPOs in California worked with Caltrans to develop the Transportation Asset Management Plan (TAMP) and reported anticipated financial information for pavement. This information was paired with statewide deterioration rates and statewide unit costs to develop estimated targets that fit each region's needs. These 4- and 10-year targets were developed in 2021. The TAMP is currently in draft form and is anticipated to be adopted in 2022, formalizing the targets. The excel tool developed by Caltrans was used to calculate the necessary funding needed to maintain the pavement and bridge assets. Figure 1 shows the pavements' asset condition and funding scenarios that led to the pavement targets. Similarly, Figure 2 shows the needs assessment along with the TAMP targets for pavement.

Figure 1. Asset Condition for 4- and 10- year investment

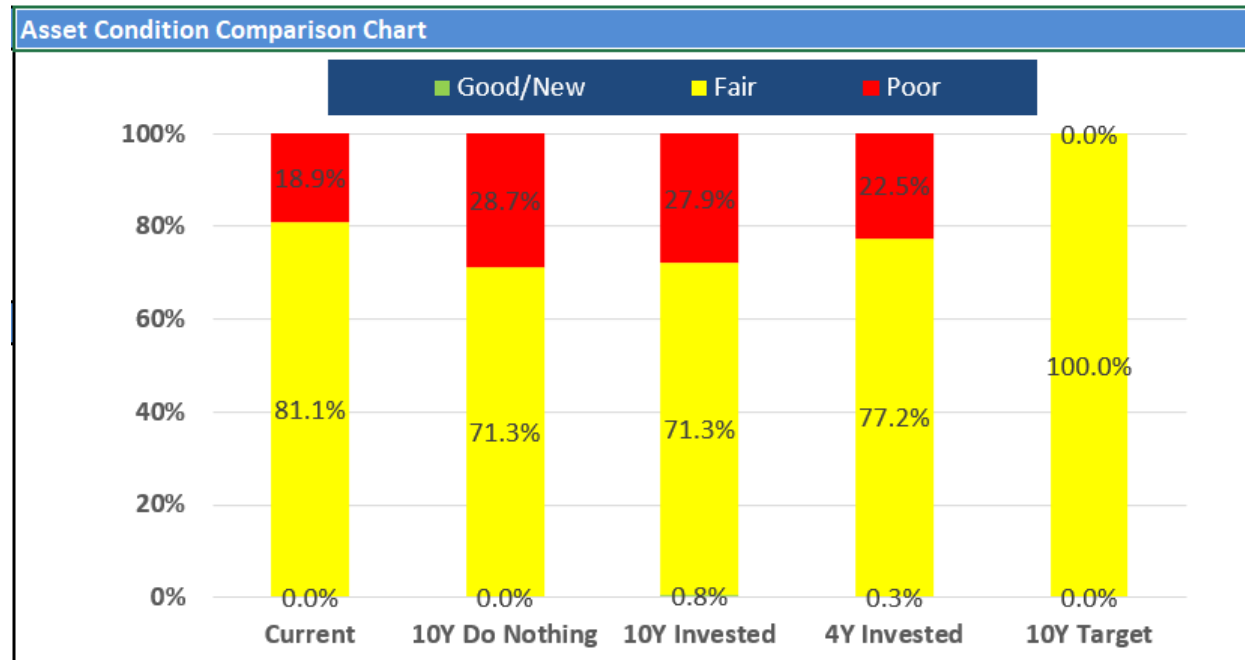


Figure 2. 10 Years Need Assessment for Pavement

10Y Needs Assessment			
Total Cost of Work			
Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ -	\$ -	\$ -
Fix Poor to Good	\$ 63,510	\$ 1,706,951	\$ 1,770,461
Add New	\$ -	\$ -	\$ -
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ -	\$ -	\$ -
Total	\$ 63,510	\$ 1,706,951	\$ 1,770,461

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the MCTC region.

Many of the projects programmed in the FTIP serve to improve or maintain pavement and bridge non-NHS condition throughout the Madera region.

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the MCTC region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived 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 reported that are used on pavement improvement projects.^{iv} Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- 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

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- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through 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 this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source 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 are funded through SB 1.

Federal Funds

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, the Bipartisan Infrastructure Law (BIL) revises the terminology to "classified in poor condition," 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%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides 4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section 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 the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the 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

The 2022 SHOPP has 306 Roadway Preservation projects totaling \$9,874,173,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the 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 2022 SHOPP has 117 Bridge Preservation projects totaling \$2,422,402,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Table 5 Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2023 FTIP

Category	# of projects	% of projects	Total Project Cost	% of Total project cost	Funding in the 4-year element	% of funding in the 4-year element
Pavement Condition Projects	4	4.7	78,751,000	19.2	29,278,000	10.3
Bridge Condition Projects	12	14.0	14,410,000	3.5	12,010,000	4.2

Total Pavement and Bridge Condition Projects	16	18.6	93,161,000	22.7	41,288,000	14.6
Non-Pavement and Bridge Condition Projects	70	81.4	317,622,000	77.3	241,654,000	85.4
Total FTIP Investments	86	100	410,783,000	100	282,942,000	100

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.

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.

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 SR 99, these improvements are also expected to help with pavement condition on the NHS.

NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (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. Many of the projects programmed in the FTIP serve to improve NHS performance, interstate freight movement, and CMAQ program performance.

PM3 statewide targets were adopted as the MCTC targets in 2018. The state and MPOs are going to work on the next cycle PM3 targets this year. The Performance Measures applicable to this region and the current state targets are included in Table 6.

Table 6 NHS Performance, Interstate System Freight Movement, and CMAQ Program

Performance Target

Performance Measure	Target	Applicable in Madera County?
NHS Performance		
Percent of Interstate System mileage reporting reliable person-mile travel times	65.6%	N/A
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	74% (1%)	
Interstate Freight Movement		
Percent of Interstate system mileage reporting reliable truck travel times	1.67	N/A
CMAQ Program Performance		
Annual hours of peak-hour excessive delay per capita	Targets for 6 major UA differ	N/A
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)		*
VOC (Kg/day)	970.87 (+2%)	
CO (Kg/day)	7,000.54 (+2%)	
NOx (Kg/day)	1,788.43 (+2%)	
PM10 (Kg/day)	2,479.83 (+2%)	
PM2.5 (Kg/day)	922.34 (+2%)	
Percent of non-single occupancy vehicle (SOV) travel	Targets for 6 major UA differ	N/A

Note: MCTC is exempted from setting targets for the performance measures marked as “N/A”. These measures only apply to regions with urbanized areas that contain a population greater than one million. There are no Interstates traversing Madera County.

*New State and Regional targets will be set in the coming months and will be updated accordingly.

The MCTC region is currently meeting its targets.

Many of the projects programmed in the FTIP serve to improve NHS performance, interstate freight movement, and CMAQ program performance.

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

SHOPP Mobility

The SHOPP Mobility category includes following three 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 (not to accommodate traffic volumes significantly larger than what 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 SHOPP Mobility 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 2022 SHOPP features 65 Mobility projects programmed totaling \$1,748,406,000 which includes future need/contingency dollars. 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 experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports 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 (RTP). 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 Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

Table 7 below shows the summary of the NHS performance, non-interstate reliability projects, and CMAQ Program Performance Projects in the 2023 FTIP.

Table 7 Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2023 FTIP

Category	# of projects	% of Projects	\$ Total Project Cost	% of Total Project Cost	\$ in 4 years	% of funding in the 4-year element
Non-Interstate Reliability Projects	4	4.7	166,782,000	40.6	138,300,000	48.9
Interstate Reliability Projects	N/A	N/A	N/A	N/A	N/A	N/A
Truck Travel Time Projects	N/A	N/A	N/A	N/A	N/A	N/A
Regional Choice	6	7.0	122,247,000	29.8	157,742,000	55.8
CMAQ Projects	32	37.2	18,759,000	4.6	16,220,000	5.7
Non-PM3 Projects	48	55.8	237,356,000	57.8	125,200,000	44.2
Total FTIP Investments	86	100	410,783,000	100	282,942,000	100

Note: Included in Regional choice projects are the four non-interstate reliability projects.

PM 3 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 (TAM)

Table 8, below, provides a summary of the performance measures designated for Transit Asset Management (TAM).

Table 8 Description of the Transit Asset Management Performance Measures

<i>Transit Asset Management Performance Measures</i>		
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 TAM targets provided below were produced collaboratively with transit agencies based on their agency TAM plans and local targets. In developing the targets, MCTC reviewed and considered the various local and regional transit operators’ TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

This section presents the 2018 TAM performance measures and targets adopted by Madera Metro, CATX, and MCC, the three Transit Operators in the MCTC planning region. TAM targets for the region were developed in coordination with the public transit agencies and then a weighted average was calculated for the region. The three transit operators are expected to update their TAM plans in 2022. Once set, MCTC will coordinate and set regional targets.

Table 9 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
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
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The three public transportation reporting entities provided their targets to MCTC as shown in Table 9. The MCTC regional targets are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets represent the thresholds for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

MCTC 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.

The three transit operators in the MCTC region have developed and adopted TAM plans and targets, which are available from the transit agencies. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA 5307, FTA 5339 formula funds, and FHWA flexible funds such as CMAQ and STBG). The funding and the program of projects in the FTIP will enable local transit operators to achieve their respective transit asset management performance targets.

Table 10 Summary of Transit Asset Management Projects in the 2023 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	21	24.4	7,811,000	1.9	7,811,000	2.8
Non-Transit Asset Projects	10	11.6	5,066,000	1.2	23,880,000	8.4
Total FTIP Investments	86	100	410,783,000	100	282,942,000	100

There are 31 projects in the 2023 FTIP with \$31,105,000 in FTA funds. Section 5307 funding totals \$24,373,000, and 77% of the investment. Funding from section 5311 is \$5,066,000 and 16% of the total. Finally, \$1,666,000 are from section 5339. Local funds for transit are expected to be \$13,047,000.

Transit Asset Management Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support TAM and maintaining a state of good repair. Examples of these projects include rural and urban capital assistance programs, rolling stock acquisition, maintenance, and overhauls, bus fleet rehabilitation and replacement, track and rail yard maintenance and improvements and maintenance of passenger facilities. For the Madera region key projects that address TAM include:

- New transit vehicles for the City of Madera and Madera County

- Electric infrastructure for Madera County
- A charging station for the City of Madera

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and be included in the MCTC Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers’ safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit 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 existing performance targets set by transit operators in the MCTC region. The only transit provider required to set performance targets in this planning region is the City of Madera. MCTC reached out and provided technical assistance and Table 11 shows the targets for the Madera Metro.

Table 11 Public Transportation Agency Safety Plans 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
Madera Metro Fixed Route	0	0	2	0.93	7	3.26	0
Demand Response "Dial-A-Ride"	0	0	0	0	0	0	0

Table 12 Summary of Transit Safety Projects in the 2023 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	3	3.5	1,884,000	0.5	1,884,000	0.7
Non-Transit Safety Projects	28	32.6	5,066,000	1.2	23,880,000	8.4

Madera County Transportation Commission
 Transportation Performance Measures - 2023 FTIP

Total FTIP Investments	86	100	410,783,000	100	282,942,000	100
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Note: Some projects identified for TAM may also benefit Transit Safety.

There are 3 projects in the FY 2023 FTIP with \$1,884,000 in §5307 and CMAQ funding that specify the maintenance or replacement of transit assets. These safety investments represent 0.5% of the total transit investments in the Madera region. Although, the only transit provider required to prepare a PTASP is the City of Madera, Madera County also invests in safety related investments with its fleet.

Transit Safety Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bulb-outs, bus stop improvements, light rail crossing improvements, train control, grade separations. For the Madera region key projects that address transit safety include:

- Vehicle replacements
- Bus Stop shelters
- Preventative Maintenance

Footnotes

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ 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.

ⁱⁱⁱ 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>

^{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>

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