

2025

Madera County Federal Transportation Improvement Program



**Fiscal
Years
2024-25
through
2027-28**



Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
www.maderactc.org

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Executive Summary

The Federal Transportation Improvement Program (FTIP) is a multi-modal list of capital improvement projects to be implemented over a four-year period. Biennially, Madera County Transportation Commission (MCTC), in cooperation with member jurisdictions and the California Department of Transportation (Caltrans), prepares an FTIP for all highways, streets, roads, transit, and aviation projects in Madera County that use Federal or State funding. The 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. The MCTC 2024 RTIP may be found on the [MCTC website](#). 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. 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 PPP.

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

Introduction

Madera County

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

According to the California Department of Finance, Madera County has a population of 159,328 in 2024, and it is estimated that 66,560 people reside in the City of Madera (42%); 18,930 in the City of Chowchilla (12%); and 73,838 in the unincorporated area (46%). Employment is based on Agriculture, Forestry, Fishing and Hunting (9.8%), Utilities (0.5%), Construction (4.2%), Manufacturing (2.0%), Retail Trade (11.7%), Transportation and Warehousing (2.9%), Information (4.1%), Finance and Insurance

(6.7%), Real Estate and Rental and Leasing (1.0%), Professional, Scientific, and Technical Services (1.5%), Educational Services (15.0%), Health Care and Social Assistance (10.6%), Arts, Entertainment, and Recreation (1.8%), Accommodation and Food Services (2.2%), Other Services (except Public Administration) (3.8%), Public Administration, Government (8.5%), and Other (13.6%). There is a relatively high regional unemployment rate at 7.2% (2023 EDD) which reflects a need for the development of more employment opportunities within the county. Over the last ten years, service industries, construction, and retail trade have shown the fastest growth rates. Madera County has more workers than jobs.

Madera County is traversed by State Route 99 and the Southern Pacific and Burlington Northern & Santa Fe Railroad mainlines (Exhibit 1). These facilities comprise the primary north-south surface transportation corridor in the Valley. Interregional travel is significant in this central transportation corridor as well as on State Route 41 which provides an important access to Yosemite National Park and on State Route 152 which provides a major east-west route from the Central Valley to the developing Santa Clara Valley area. There are two general purpose airports within the county at Chowchilla and Madera. However, primary air carrier service needs are met via the Fresno Air Terminal.

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

The San Joaquin Valley

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

EXHIBIT 1 *Madera County and its 2 Cities*

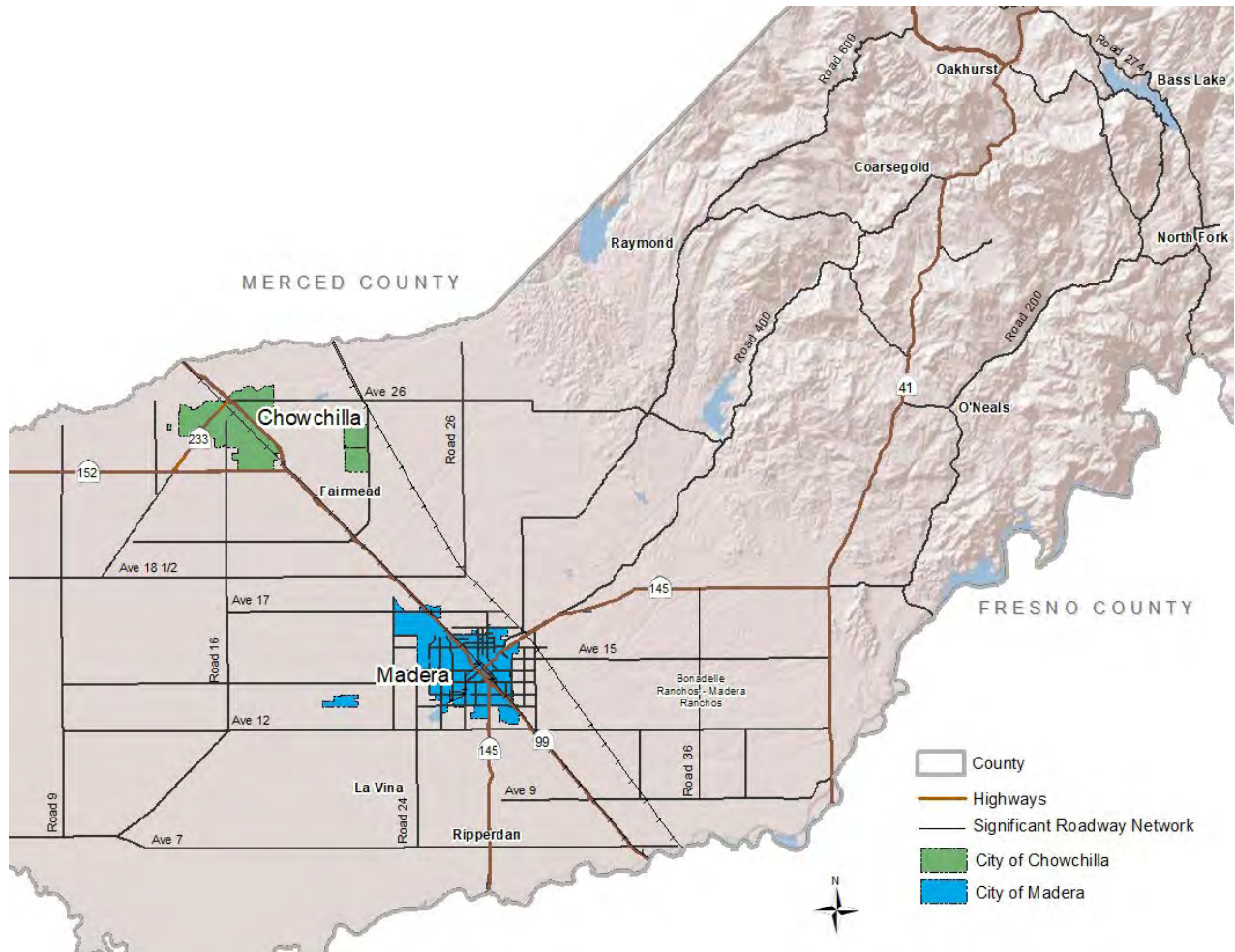
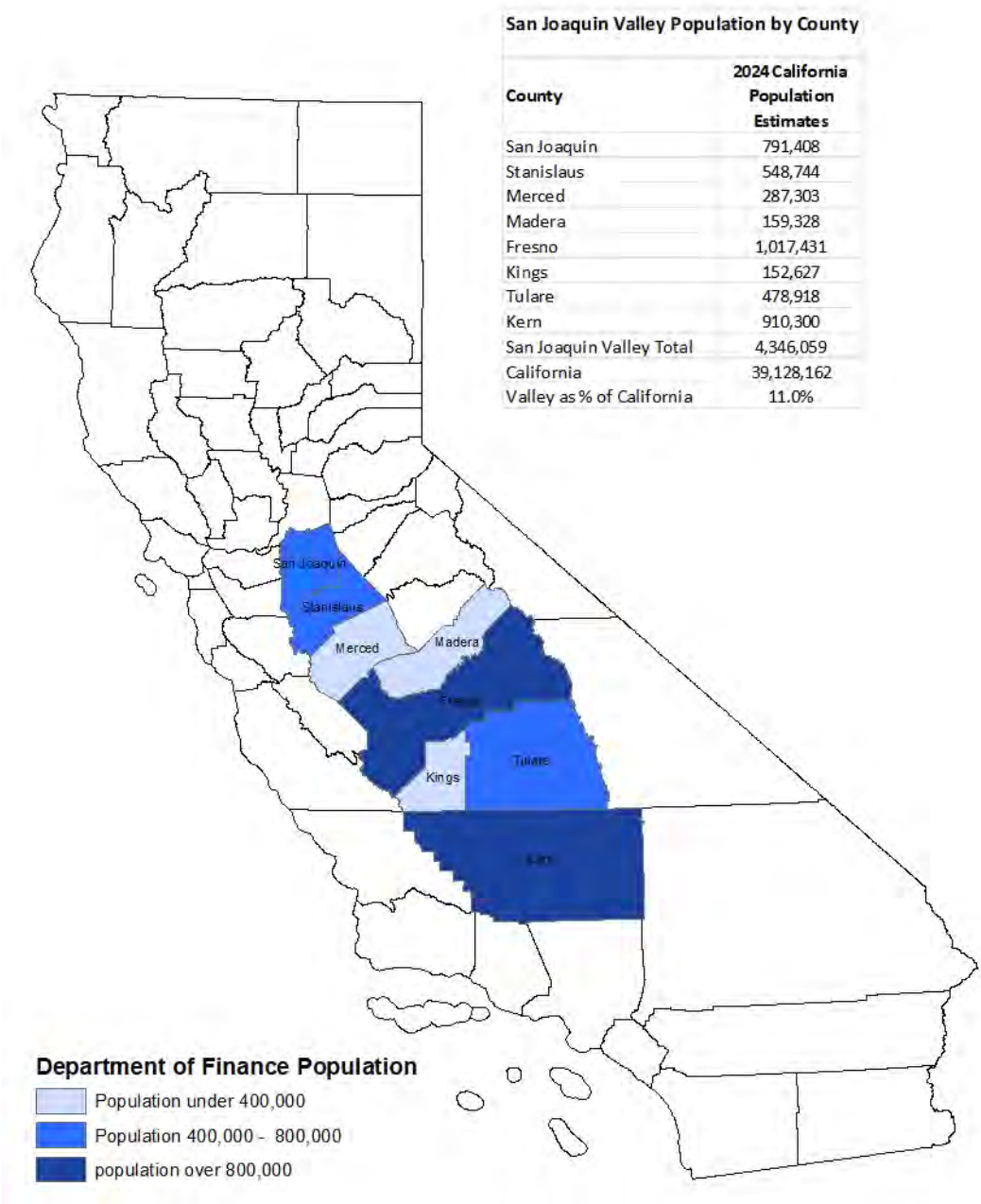


Exhibit 2 *San Joaquin Valley Population by County*



Federal Transportation Improvement Program – Process & Development

About the Federal Transportation Improvement Program

Federal transportation legislation requires each Metropolitan Planning Organization (MPO) to complete a Federal 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 distribution 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. Information is also made available via the MCTC website. Member agency projects to be placed in the FTIP are selected in a public forum such as a County Board of Supervisors or city council meeting. Finally, there is a required public

review period and public hearing prior to the adoption of the FTIP. This process allows for consultation by all affected agencies and for appropriate public input. Therefore, it meets IJJA (or BIL) requirements for an appropriate project selection process.

The MCTC 2021 Project Prioritization Study (PPS) in partnership with the City of Madera, City of Chowchilla, County of Madera, and Caltrans District 6, and MCTC developed a PPS for the Madera County Region. The goals of the Project Prioritization Study were to identify and prioritize transportation projects that serve the region and help MCTC meet various goals related to Greenhouse Gas (as mandated by Senate Bill (SB) 375) reduction, reducing vehicle miles traveled (as mandated by both SB 375 and SB 743), better accommodating diverse modal choice, increasing traffic safety, supporting economic vitality, and decreasing adverse health effects related to travel throughout the Madera Region. The overall process also was designed to advance MCTC's overarching goal of further promoting social equity in transportation project delivery. A complete listing of all modal projects in the RTP/SCS can be viewed in Appendix B Project Listing.

The outcome of the Study was a process to create prioritized lists of projects and programs to address traffic congestion, facilities maintenance, transit needs, aviation improvements, and active transportation (bicycle and pedestrian infrastructure and programs) to be implemented in the Madera County Region. A project database was created to help project managers track project details and progress. The database can award prioritization scores to the projects contained within it. Over 800 projects have been input into the database.

Roadway improvements added to the model are systematically identified by location, project limits, the nature of the improvement, and the projected opening year. MCTC has developed a list of roadway projects through consultation with local agencies responsible for implementing the projects and from feedback received from stakeholders.

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. MCTC CMAQ project selection criteria may be found on the [MCTC CMAQ Page](#). CRP funds also utilize CMAQ project selection criteria.

FTIP Presentation

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

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

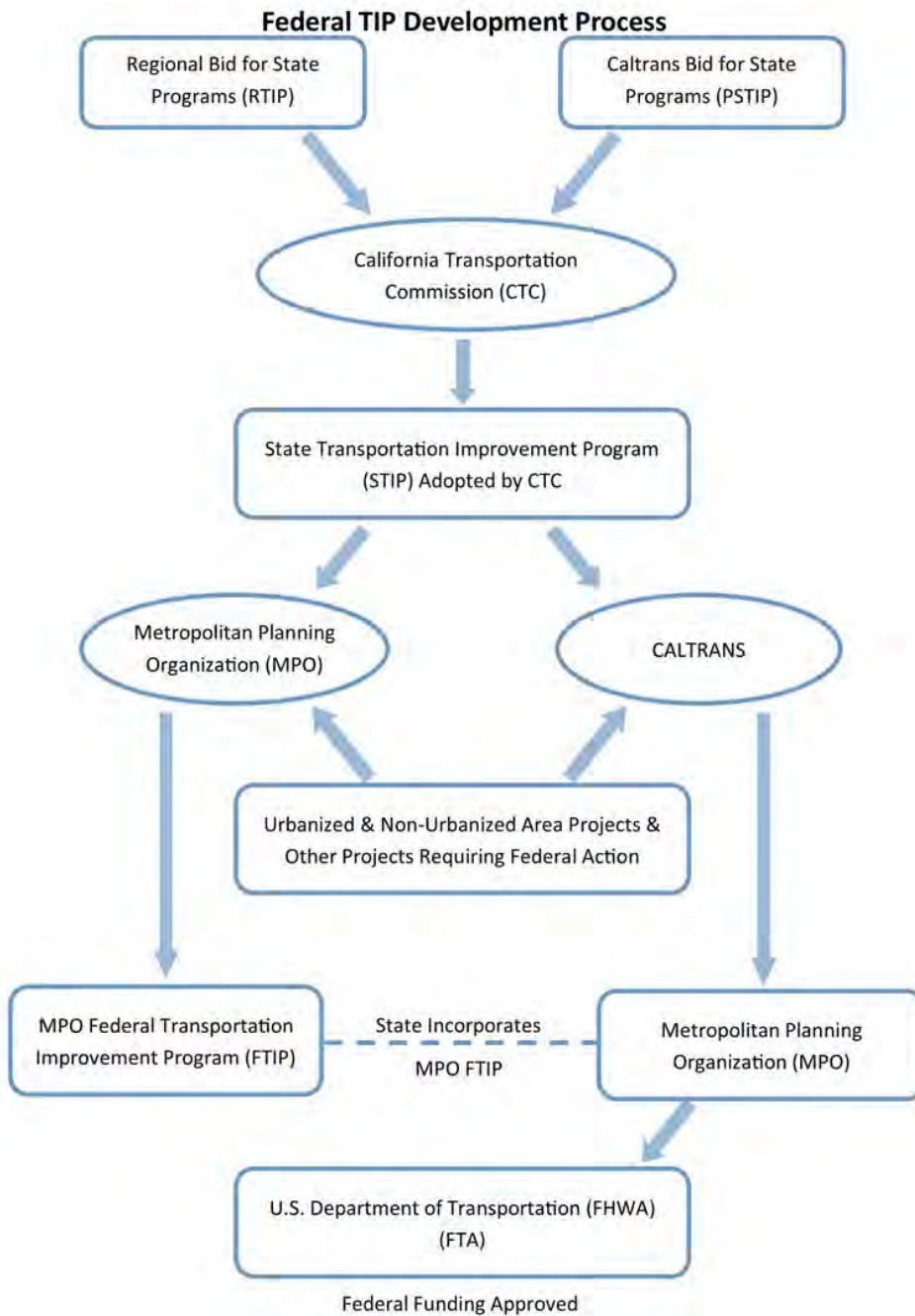
Consistency with Other Documents

The MCTC's 2025 FTIP is consistent with the following documents:

- The 2022 Regional Transportation Plan, as amended
- The 2024 STIP
- The State Implementation Plan (SIP) for Air Quality as it applies to Madera County
- 2024 SHOPP
- 2024 Interregional Transportation Improvement Program (ITIP)

The 2025 FTIP is also consistent with the County Share information as provided within the 2024 STIP Fund Estimate and with Federal fund estimates resulting from the passage of the Infrastructure Investment and Jobs Act (IIJA).

MCTC prepares the FTIP in cooperation with its member agencies, transit operators, state and federal agencies, and the public. The chart on the following page reflects the relationship between the planning and programming process at the Federal, State, and local Metropolitan Planning Organization levels.

Exhibit 3 *FTIP Process and Development***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 may be found at: [MCTC Public Participation Plan](#).

Air Quality

Air Quality Conformity Assessment

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

Madera County is a designated non-attainment area for ozone and particulate matter. As such, it must satisfy Federal requirements to consider transportation control measures to reduce emissions adequate to demonstrate conformity with the State Implementation Plan (SIP) for Air Quality.

In non-attainment and maintenance areas, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must be able to find that the FTIP conforms to the adopted State Implementation Plan (SIP) 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 (RTP) and the necessary programming of funds in the FTIP.

The Air Quality Conformity Analysis may be found on the [MCTC FTIP Page](#).

Transportation Performance Measures

2025 FTIP Transportation Performance Measures

Background

Federal rules require that the 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 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 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 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) scale

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 Regional Transportation Plan (RTP). The first 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.

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.

MCTC has designed the 2025 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 2025 FTIP will assist in meeting these performance measures by providing investments in projects that will contribute to accomplishing the safety performance targets for the residents of Madera County across all modes of transportation. Additional supporting details can be found in Appendix P.

Financial Plan

Financial Constraint and the Financial Plan

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

Two spreadsheets are included below which summarize all projected revenues and programmed revenue expenditures contained in the 2025 FTIP. The formats of these spreadsheets are per the Caltrans Office of Federal 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 Safety Improvement Program (HSIP)
 - f. Highway Bridge Program (HBP)
 - g. Federal Lands Access Program (FLAP)
 - h. Highway Improvement Program (HIP)
 - i. Carbon Reduction Program (CRP)
- 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 the 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 (MCTCA).
- 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 costs 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 2025 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 further action to approve increased funding amounts.

The 2022 RTP, as amended, and 2025 FTIP meet these requirements. A conservative Rate of Growth (ROG) was applied to the RTP fund estimates at five percent (5%) for Federal and State fund sources and five percent (5%) for Local fund sources. The calculation of Year-of-Expenditure (YOE) and total project costs, as well as Rate of inflation (ROI) and ROG are documented in the RTP Financial Element. A five percent (5%) escalation rate per year was applied to determine YOE costs for the financially constrained projects contained in the RTP and for projects contained in the 2025 FTIP.

Projected Operation and Maintenance Costs

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

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.

MCTC's current estimates are based upon the California Statewide Local Streets and Roads Needs Assessment and considers these operating and maintenance costs for Federal funding programs and for facilities of Regional significance. The RTP's policies and strategies for estimating and ensuring maintenance needs for transit, Local streets and roads, and California State highways are carried through to the 2025 FTIP.

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

24/25	25/26	26/27	27/28	Total
\$47,819,959	\$114,888,338	\$65,291,965	\$46,231,124	\$274,231,386

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

The PCI index for the Madera County Region ranges from a score of 44 to 65 depending on the area. The 2022 RTP indicates a shortfall of over \$760 million to help maintain and preserve the current transportation system. MCTC will continue to work with its member agencies to seek leveraging opportunities through the Measure T Local sales tax program in an effort to maximize and prioritize available funding for Local road maintenance and operations.

Also, MCTC's 2022 RTP evaluates the maintenance and operation needs to support the major components of the Madera County Region's transportation system including but not limited to transit operations and capital maintenance, and the operation and maintenance of the State and Local Road systems. The guidance specifically States that the FTIP, as well as the Plan, needs to "take into account the estimated costs of maintaining and operating the total transportation system." The 2025 FTIP is the programming document, which implements the policies and projects contained in MCTC's RTP. Aside from system efficiency, MCTC's RTP emphasizes preservation, operations, and maintenance of the system through the following funding programs:

- **State Highways: State Highway Operation and Protection Program (SHOPP):** The SHOPP is a program of projects administered by Caltrans designed to preserve and protect the existing State highway system. The California Department of Transportation is required to prepare a 10-year plan for the rehabilitation and reconstruction of all State highways and bridges. The plan then becomes the basis for

developing the SHOPP. SHOPP projects fall into six major categories: collision reduction (safety), bridge preservation, roadway preservation, roadside preservation, mobility, and facilities. Projects are approved for inclusion in the SHOPP on a Statewide competitive basis, initiated by the Caltrans' District Offices, with safety as the highest priority. Funding is reflected in "lump sums" in the 2025 FTIP. SHOPP funding in the amount of \$95,960,000 is programmed in the 2025 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 2025 FTIP. An estimated \$146,807,385 is available during the 4-year period of the 2025 FTIP.
- **Transit Operations and Rehabilitation:** Short range transit plans (SRTP) capture the transit operation and rehabilitation needs for each of the major operators and assess their financial state. The SRTP is updated at least every five years and is funded by FTA Section 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. For the purposes of the 2025 FTIP, actual funding programmed was used to determine the transit funding estimate. A total of \$31,464,000 in transit funding is estimated during the 4-year period of the 2025 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 2025 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 (2024/25) shall have first priority.
2. All projects (as a group) shown in the second year of the quadrennial element (2025/26) shall have second priority.
3. All projects (as a group) shown in the third year of the quadrennial element (2026/27) shall have third priority.
4. All projects (as a group) shown in the fourth year of the quadrennial element (2027/28) shall have fourth priority.

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

23 CFR 667 Evaluation

All Federally funded projects must comply with 23 CFR 667 Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events. This directs agencies with fed-aid projects, to evaluate projects at locations of repeated disaster damage and consider possible alternatives that address the root cause of the repeated damage.

Statewide Assessment [23 CFR 667.7 and 23 CFR 667.9(a)]

The Division of Local Assistance (DLA) shall complete a statewide assessment of repeated disaster damage locations on local agency Federal aid roads and bridges. The assessment shall be updated after every disaster event, to identify new locations of repeated disaster damage. There are no Madera Region locations identified in the assessment. MCTC projects are consistent with 23 CFR 667 requirements/analysis.

Financial Element from the 2022 RTP

The RTP Financial Element is included in MCTC's 2022 Regional Transportation Plan, as amended, that may 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, as amended, that may be found on the MCTC website: [MCTC 2022 RTP](#).

Appendices

Appendix A

2025 Federal TIP Revenue Sources (\$1,000s)

TABLE 1: REVENUE

MADERA COUNTY TRANSPORTATION COMMISION
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Sales Tax		\$6,168	\$10,479	\$11,880	\$9,648	\$38,175
	City		\$4,679	\$9,267	\$10,440	\$7,845	\$32,231
	County		\$1,489	\$1,212	\$1,440	\$1,803	\$5,944
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$24,000	\$60,000			\$84,000
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees		\$24,000	\$60,000			\$84,000
	RSTP Exchange funds						
	Transit						
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax		\$86	\$3,668	\$12,383		\$16,137
	Other (See Appendix 2)						
	Regional Total		\$86	\$3,668	\$12,383		\$16,137
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$3,188	\$71,882	\$20,890		\$95,960
	SHOPP		\$3,188	\$71,882	\$20,890		\$95,960
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$107	\$39,107	\$80,107	\$123,728
	STIP		\$4,407	\$107	\$39,107	\$80,107	\$123,728
	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		\$395	\$2,417			\$2,812
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹	1,4	\$239	\$279	\$5,053		\$5,571
	Road Repair and Accountability Act of 2017 (SB1)						
	Traffic Congestion Relief Program (TCRP)						
FEDERAL TRANSIT	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) ¹						
	Other (See Appendix 3)			\$3,073	\$70,494		\$73,567
	State Total		\$8,229	\$77,758	\$135,544	\$80,107	\$301,638
	5307 - Urbanized Area Formula Grants		\$3,468	\$2,656	\$3,015	\$3,653	\$12,792
	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		\$646	\$674	\$703	\$734	\$2,757
FEDERAL HIGHWAY	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$277			\$153	\$430
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
	Federal Transit Total		\$4,391	\$3,330	\$3,718	\$4,540	\$15,979
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,4	\$6,214	\$2,259	\$2,304	\$2,349	\$13,126
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
FEDERAL RAIL	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
INNOVATIVE FINANCE	Surface Transportation Block Grant Program (STBGP/RSTP)	3					
	Tribal Transportation Program						
	Carbon Reduction Program (CRP)		\$459	\$305	\$156	\$487	\$1,407
	Promoting Resilient Operations for Transformative (PROTECT)						
	Other (see Appendix 5)			\$25,000			\$25,000
	Federal Highway Total		\$6,673	\$27,564	\$2,460	\$2,836	\$39,533
	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
	Federal Total		\$11,064	\$30,894	\$6,178	\$7,376	\$55,512
	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
REVENUE TOTAL	Other (See Appendix 7)						
	Innovative Financing Total						
REVENUE TOTAL			\$49,547	\$182,799	\$165,985	\$97,131	\$495,462

Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25
³ STBGP/RSTP Funds Exchanged for State Cash (Small MPO)
⁴ Toll Credits in Use

MADERA COUNTY TRANSPORTATION COMMISSION
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 (\$'s in 1,000)

Appendix 2 - Regional Other					
Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Regional Other Total					

[illegible][illegible]Page 2 of 5

Appendix B

2025 Federal TIP Expenditures by Revenue Sources (\$1,000s)

TABLE 2: PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISION
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Local Total		\$30,168	\$70,479	\$11,880	\$9,648	\$122,175
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax		\$86	\$3,668	\$12,383		\$16,137
	Other (See Appendix A)						
	Regional Total		\$86	\$3,668	\$12,383		\$16,137
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$3,188	\$71,882	\$20,890		\$95,960
	SHOPP		\$3,188	\$71,882	\$20,890		\$95,960
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$107	\$39,107	\$80,107	\$123,728
	STIP		\$4,407	\$107	\$39,107	\$80,107	\$123,728
	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		\$395	\$2,417			\$2,812
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$239	\$279	\$5,053		\$5,571
	Road Repair and Accountability Act of 2017 (SB1)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) ¹						
	Other (See Appendix B)			\$3,073	\$70,494		\$73,567
	State Total		\$8,229	\$77,758	\$135,544	\$80,107	\$301,638
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,468	\$2,656	\$3,015	\$3,653	\$12,792
	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		\$646	\$674	\$703	\$734	\$2,757
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$277			\$153	\$430
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$4,391	\$3,330	\$3,718	\$4,540	\$15,979
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$6,190	\$2,239	\$2,277	\$1,975	\$12,681
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)						
	Tribal Transportation Program						
	Carbon Reduction Program (CRP)		\$459	\$305	\$156		\$920
	Promoting Resilient Operations for Transformative (PROTECT)						
	Other (see Appendix D)			\$25,000			\$25,000
	Federal Highway Total		\$6,649	\$27,544	\$2,433	\$1,975	\$38,601
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$11,040	\$30,874	\$6,151	\$6,515	\$54,580
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$49,523	\$182,779	\$165,958	\$96,270	\$494,530

Financial Summary Notes:

¹ State Programs that include both state and federal funds.
² CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25
³ STBGP/RSTP Funds Exchanged for State Cash (Small MPO)
⁴ Toll Credits in Use

TABLE 2: PROGRAMMED - APPENDICES

MADERA COUNTY TRANSPORTATION COMMISSION
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 (\$'s in 1,000)

Appendix A - Regional Other

[illegible]

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Transit and Intercity Rail Capital Program (TIRCP)		\$3,073	\$70,494		\$73,567
State Other Total		\$3,073	\$70,494		\$73,567

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Federal Transit Other Total					

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
INFRA Grants - Rural Surface Transportation		\$25,000			\$25,000
Federal Highway Other Total		\$25,000			\$25,000

Appendix E - Federal Railroad Administration Other

[illegible]

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Innovative Other Total					

Appendix C

2025 Federal TIP Revenue vs. Expenditures by Revenue Sources (\$1,000s)

TABLE 3: REVENUE-PROGRAMMED

MADERA COUNTY TRANSPORTATION COMMISSION
2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
	Local Transportation Climate Adaptation Program (LTCAP) ¹					
	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					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$24	\$20	\$27	\$374	\$445
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)					
	Tribal Transportation Program					
	Carbon Reduction Program (CRP)				\$487	\$487
	Promoting Resilient Operations for Transformative (PROTECT)					
	Other					
	Federal Highway Total	\$24	\$20	\$27	\$861	\$932
FEDERAL RAIL						
	Federal Railroad Administration Total					
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$24	\$20	\$27	\$861	\$932

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) Bridge Preservation
- Highway Bridge Program (HBP)
- 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
- Carbon Reduction Program (CRP)

Madera County 2025 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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MAD500004 CO/CRP 2.10 Madera County	County of Madera; Purchase of Five (5) Electric Vans for New Microtransit Demonstration Services. 4-12 Passengers. \$ 425,000 DFTIP Amend 0.00 22100000472	PE RW Const Total		425,000 425,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
	Total Escalated Cost			Status	Four Year Element						Local	State	Federal
					24/25	25/26	26/27	27/28	28/29	29/30			
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 0.0022100000419	PE RW Const Total	179,000 179,000	1,468,000 1,468,000						Carry Over 2025 FTIP 2022 RTP, Table B-4; MCTC Active Transportation Plan Prior21,000158,000 Current168,0001,300,000			
MAD302060 CMAQ/MEA 1.10 Chowchilla, City of	City of Chowchilla; Pave 2,400 linear feet of alleyways in Chowchilla between Trinity and Orange Avenues and between 6th Street to 15th Street (currently unpaved). This project will result in the reduction of PM 2.5 \$ 1,302,000 DFTIP Amend 0.0022100000458	PE RW Const Total		189,000 189,000	1,113,000 1,113,000					2025 FTIP 2022 RTP, Table B-3 Performance Measure 3 Prior Current150,0001,152,000			
MAD116000 CMAQ/CO 1.04 Madera County	County of Madera; Avenue 7 from Chowchilla Canal Road to 2 miles east Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5. \$ 578,000 DFTIP Amend 0.0022100000462	PE RW Const Total		46,000 46,000			532,000 532,000			2025 FTIP 2022 RTP, Table B-3 Performance Measure 1 and 3 Prior Current66,000512,000			
MAD116001 CMAQ/CO 1.04 Madera County	County of Madera; Road 26 from Avenue 18 to Avenue 21 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5. \$ 1,478,000 DFTIP Amend 0.0022100000463	PE RW Const Total		113,000 61,000 174,000			1,304,000 1,304,000			2025 FTIP 2022 RTP, Table B-3 Performance Measure 1 and 3 Prior Current170,0001,308,000			
MAD116002 CMAQ/CO 1.04 Madera County	County of Madera; Avenue 7 from Road 20 to Road 21 Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5. \$ 303,000 DFTIP Amend 0.0022100000464	PE RW Const Total		24,000 24,000	279,000 279,000					2025 FTIP 2022 RTP, Table B-3 Performance Measure 1 and 3 Prior Current35,000268,000			
MAD116003 CO/CMAQ 1.04 Madera County	County of Madera; Raymond Road from City Limits to Harper Blvd - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5. \$ 329,000 DFTIP Amend 0.0022100000465	PE RW Const Total		38,000 38,000		291,000 291,000				2025 FTIP 2022 RTP, Table B-3 Performance Measure 1 and 3 Prior Current37,000292,000			

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
	Total Escalated Cost			Status	Four Year Element						Local	State	Federal
					24/25	25/26	26/27	27/28	28/29	29/30			
MAD116004 CMAQ/CO 1.04 Madera County	County of Madera; Avenue 21 from Santa Fe Railroad Tracks to Road 12 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5. \$ 534,000 DFTIP Amend 0.00 22100000466	PE RW Const Total		62,000		472,000							
MAD116005 CMAQ/CO 1.04 Madera County	County of Madera; Road 23 from Avenue 12 to Avenue 14 - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5. \$ 635,000 DFTIP Amend 0.00 22100000467	PE RW Const Total		51,000		584,000							
MAD116006 CO/CMAQ 1.04 Madera County	County of Madera; Avenue 17 from Road 26 to Road 27 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5. \$ 429,000 DFTIP Amend 0.00 22100000468	PE RW Const Total		34,000			395,000						
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		311,000								
MAD202074 CMAQ/CITY 3.02 Madera, City of	City of Madera; Construct Bike/Pedestrian Facilities - Cleveland Avenue to Fresno River on MID \$ 379,000 DFTIP Amend 0.00 22100000315	PE RW Const Total	40,000			339,000							
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 30,000 75,000		491,000								

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				24/25	25/26	26/27	27/28	28/29	29/30	Local	State	Federal
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)	PE	15,000							Carry Over		
		RW		21,000						2025 FTIP		
		Const		110,000						2022 RTP Table B-4; MCTC Active Transportation Plan		
	\$ 146,000									Prior	2,000	13,000
	DFTIP Amend 0.00 22100000340	Total	15,000	131,000						Current	16,000	115,000
MAD202091 CMAQ/CITY 1.04 Madera, City of	City of Madera; Pecan Avenue from Pine to Golden State - Shoulder Paving. Shoulder paving results in the reduction of PM 2.5.	PE	66,000							Carry Over		
		RW	69,000							2025 FTIP		
		Const		530,000						2022 RTP, Table B-3		
	\$ 665,000									Performance Measure 1 and 3		
	DFTIP Amend 0.00 22100000381	Total	135,000	530,000						Prior	16,000	119,000
										Current	62,000	468,000
MAD217038 CMAQ/CITY 4.01 Madera, City of	City of Madera; Granada Avenue Pedestrian Bridge over the Fresno River.	PE	41,000	309,000						Carry Over		
		RW	10,000	70,000						2025 FTIP		
		Const		2,070,000						2022 RTP, Table B-4; MCTC Active Transportation Plan		
	\$ 2,500,000									Prior	51,000	
	DFTIP Amend 0.00 22100000418	Total	51,000	2,449,000						Current	236,000	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. Up to 16-23 passengers and up to 2 EV charging stations.	PE		60,000						Carry Over		
		RW								2025 FTIP		
		Const		526,000						2022 RTP, Table B-5		
	\$ 586,000									Performance Measure 3		
	DFTIP Amend 0.00 22100000420	Total		586,000						Prior		
										Current	67,000	519,000
MAD218000 CMAQ/MEA 1.10 Madera, City of	City of Madera; Alley Paving at Various Locations - North West Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	PE		111,000								
		RW				614,000				2025 FTIP		
		Const								2022 RTP, Table B-3		
	\$ 725,000									Performance Measure 3		
	DFTIP Amend 0.00 22100000459	Total		111,000		614,000				Prior		
										Current	85,000	640,000
MAD218001 CMAQ/MEA 1.10 Madera, City of	City of Madera; Alley Paving at Various Locations - South West Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	PE		111,000								
		RW				614,000				2025 FTIP		
		Const								2022 RTP, Table B-3		
	\$ 725,000									Performance Measure 3		
	DFTIP Amend 0.00 22100000460	Total		111,000		614,000				Prior		
										Current	85,000	640,000

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description			Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description		
										Project Comments		
	Total Escalated Cost									Funding Summary (Current & Prior Years)		
	Status	Phase	Prior Years	Four Year Element								
				24/25	25/26	26/27	27/28	28/29	29/30	Local	State	Federal
MAD218002 CMAQ/MEA 1.10 Madera, City of	City of Madera; Alley Paving at Various Locations - Northeast Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	PE		140,000								
		RW			800,000							
	\$ 940,000	Const										
	DFTIP Amend 0.00 22100000461	Total		140,000	800,000							

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Lump Sum Programs

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost									Local	State	Federal
Status		24/25	25/26	26/27	27/28	28/29	29/30					
MAD406002 SHOPPAC 1.10 Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing. Safer non-Federal-aid	PE	6,225,000	1,435,000	3,780,000					Carry Over		
	RW	2025 FTIP										
	Const	2024 SHOPP										
	Total	2022 RTP, Table B										
\$ 11,440,000								Prior		6,225,000		
DFTIP Amend 0.00	22100000133		6,225,000	1,435,000	3,780,000			Current		5,215,000		
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	PE	72,945,000	1,200,000	13,402,000	20,890,000				Carry Over		
	RW	2025 FTIP										
	Const	2024 SHOPP										
	Total	2022 RTP, Table B										
\$ 108,437,000								Prior		72,945,000		
DFTIP Amend 0.00	22100000358		72,945,000	1,200,000	13,402,000	20,890,000		Current		35,492,000		
MAD406006 SHOPPAC 1.19 Caltrans	Grouped Projects for Bridge Preservation - SHOPP Bridge Preservation Program	PE	44,214,000	553,000						Carry Over		
	RW	2025 FTIP										
	Const	2024 SHOPP										
	Total	2022 RTP, Table B										
\$ 44,767,000								Prior		44,214,000		
DFTIP Amend 0.00	22100000396		44,214,000	553,000				Current		553,000		
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).	PE	19,428,000	270,000	282,000	5,053,000				Carry Over		
	RW	2025 FTIP										
	Const	2022 RTP, Table B										
	Total	Per Caltrans Updated HBP List - March 2024										
\$ 25,033,000								Prior	1,118,000	18,310,000		
DFTIP Amend 0.00	22100000036		19,428,000	270,000	282,000	5,053,000		Current	34,000	5,571,000		
MAD420001 ATP 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	PE	25,000	300,000						Carry Over		
		RW		95,000						2025 FTIP		
		Const	929,000		2,417,000					2022 RTP, Table B-4; MCTC Active Transportation Plan		
	\$ 3,766,000								Prior		954,000	
DFTIP Amend 0.00	22100000360	Total	954,000	395,000	2,417,000			Current		2,812,000		

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5307 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				24/25	25/26	26/27	27/28	28/29	29/30	Local	State	Federal
MAD113401 5307/CO 2.01 Madera County	County of Madera; Section 5307; County Operating Assistance	PE								Carry Over		
		RW								2025 FTIP 2022 RTP, Table B-5		
	\$ 5,820,000	Const	1,634,000	970,000	1,020,000	1,071,000	1,125,000			Prior 817,000 817,000		
	DFTIP Amend 0.00 22100000433	Total	1,634,000	970,000	1,020,000	1,071,000	1,125,000			Current 2,094,000 2,092,000		
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	PE								Carry Over		
	\$ 1,162,000	RW								2023 FTIP 2022 RTP, Table B-5		
		Const	210,000	221,000	231,000	244,000	256,000			***** Version 1 - 02/26/24 *****		
	DFTIP Amend 0.00 22100000434	Total	210,000	221,000	231,000	244,000	256,000			Prior 42,000 168,000 Current 191,000 761,000		
MAD113403 5307/CO 2.10 Madera County	County of Madera; Section 5307; Purchase 3 Paratransit Vehicles	PE								Carry Over		
		RW								Currently in FTA Grant #CA-2023-232-00		
	\$ 500,000	Const	500,000							***** Version 1 - 02/26/24 ***** Project data transferred from 2022 FTIP.		
	DFTIP Amend 0.00 22100000435	Total	500,000							Prior 100,000 400,000 Current		
MAD113404 5307/CO 2.10 Madera County	Madera County; Section 5307; Purchase 5 Paratransit Vehicles (Electric).	PE								Carry Over		
		RW		1,250,000						Currently in FTA Grant #CA-2023-232-00		
	\$ 1,250,000	Const								***** Version 1 - 02/26/24 ***** Project data transferred from 2022 FTIP.		
	DFTIP Amend 0.00 22100000436	Total		1,250,000						Prior Current 250,000 1,000,000		
MAD113405 5307/CO 2.10 Madera County	Madera County; Section 5307; Purchase 2 Transit Vans.	PE								Carry Over		
		RW								Currently in FTA Grant #CA-2023-232-00		
	\$ 109,000	Const	109,000							***** Version 1 - 02/26/24 ***** Project data transferred from 2022 FTIP.		
	DFTIP Amend 0.00 22100000437	Total	109,000							Prior 22,000 87,000 Current		
MAD113406 5307/CO 2.10 Madera County	Madera County; Section 5307; Purchase 3 Transit Vans (Electric).	PE								Carry Over		
		RW								Currently in FTA Grant #CA-2023-232-00		
	\$ 528,000	Const	528,000							***** Version 1 - 02/26/24 ***** Project data transferred from 2022 FTIP.		
	DFTIP Amend 0.00 22100000438	Total	528,000							Prior 110,000 418,000 Current		

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5307 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost			Four Year Element						Local	State	Federal
				24/25	25/26	26/27	27/28	28/29	29/30			
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			Carry Over 2025 FTIP 2022 RTP, Table B-5 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				Carry Over 2025 FTIP 2022 RTP, Table B-5 Prior Current 40,000 161,000			
MAD113420 5307/CO 2.10 Madera County	Madera County; Purchase One Paratransit Vehicle (Electric). \$ 333,000 DFTIP Amend 0.00 22100000475	PE RW Const Total			333,000				 NEW 2025 FTIP 2022 RTP, Table B-5 Prior Current 62,000 271,000			
MAD113421 5307/CO 2.10 Madera County	Madera County; Purchase One Paratransit Vehicle (Electric). \$ 355,000 DFTIP Amend 0.00 22100000476	PE RW Const Total				355,000			 NEW 2025 FTIP 2022 RTP, Table B-5 Prior Current 71,000 284,000			
MAD113422 5307/CO 2.10 Madera County	Madera County; Purchase Three Paratransit Vehicles (Electric). \$ 1,128,000 DFTIP Amend 0.00 22100000477	PE RW Const Total					1,128,000		 NEW 2025 FTIP 2022 RTP, Table B-5 Prior Current 234,000 894,000			
MAD213091 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; DAR Operating Assistance. \$ 18,880,000 DFTIP Amend 0.00 22100000302	PE RW Const Total	13,680,000 13,680,000	1,300,000 1,300,000	1,300,000 1,300,000	1,300,000 1,300,000	1,300,000 1,300,000		Carry Over 2025 FTIP 2022 RTP, Table B-5 Prior 6,840,000 6,840,000 Current 2,600,000 2,600,000			

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5307 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				24/25	25/26	26/27	27/28	28/29	29/30	Local	State	Federal
MAD213092 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX Operating Assistance.	PE								Carry Over		
		RW								2025 FTIP 2022 RTP, Table B-5		
	\$ 20,411,000	Const	14,811,000	1,400,000	1,400,000	1,400,000	1,400,000			Prior 7,370,000 7,441,000		
	DFTIP Amend 0.00 22100000303	Total	14,811,000	1,400,000	1,400,000	1,400,000	1,400,000			Current 2,800,000 2,800,000		
MAD213093 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; Facilities Operating Assistance.	PE								Carry Over		
		RW								2025 FTIP 2022 RTP, Table B-5		
	\$ 2,840,000	Const	1,440,000	300,000	300,000	400,000	400,000			Prior 720,000 720,000		
	DFTIP Amend 0.00 22100000304	Total	1,440,000	300,000	300,000	400,000	400,000			Current 700,000 700,000		
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	PE								Carry Over		
		RW								2025 FTIP 2022 RTP, Table B-5		
	\$ 3,583,000	Const	2,063,000	380,000	380,000	380,000	380,000			Prior 413,000 1,650,000		
	DFTIP Amend 0.00 22100000321	Total	2,063,000	380,000	380,000	380,000	380,000			Current 760,000 760,000		
MAD213110 5307/CITY 2.04 Madera, City of	City of Madera; Section 5307; Electric Vehicle Charging Station.	PE								Carry Over		
		RW								2025 FTIP 2022 RTP, Table B-5		
	\$ 400,000	Const				200,000	200,000			Prior		
	DFTIP Amend 0.00 22100000423	Total				200,000	200,000			Current 200,000 200,000		
MAD213204 CITY/5307 2.08 Madera, City of	City of Madera; Intermodal Renovation.	PE										
		RW								2025 FTIP 2022 RTP, Table B-5		
	\$ 232,000	Const		232,000						Prior		
	DFTIP Amend 0.00 22100000473	Total		232,000						Current 116,000 116,000		

Madera County 2025 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								
				24/25	25/26	26/27	27/28	28/29	29/30			
										Local	State	Federal
MAD313036 5311/CITY 2.01 Chowchilla, City of	City of Chowchilla; Section 5311; CATX Operating Assistance. \$ 6,405,000 DFTIP Amend 0.00 22100000295	PE RW Const Total	4,008,000 4,008,000	577,000 577,000	587,000 587,000	613,000 613,000	620,000 620,000			Carry Over		
										2025 FTIP 2022 RTP, Table B-5		
										Prior	3,100,000	908,000
										Current	1,946,000	451,000
MAD113041 5311/CO 2.01 Madera County	County of Madera; Section 5311; County Operating Assistance \$ 12,689,000 DFTIP Amend 0.00 22100000298	PE RW Const Total	8,077,000 8,077,000	1,070,000 1,070,000	1,124,000 1,124,000	1,180,000 1,180,000	1,238,000 1,238,000			Carry Over		
										2025 FTIP 2022 RTP Table B-5		
										Prior	3,736,000	4,341,000
										Current	2,306,000	2,306,000

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Section 5339 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				24/25	25/26	26/27	27/28	28/29	29/30	Local	State	Federal
MAD115010 5339/CO 2.10 Madera County	Madera County; 5339; Purchase New Transit Vehicles (Formula) - 2 Vans, 7 passenger, gasoline.	PE RW Const		228,000						Carry Over		
	\$ 228,000								2025 FTIP 2022 RTP, Table B-5			
	DFTIP Amend 0.00 22100000426	Total	228,000						Prior Current	46,000	182,000	
MAD115021 5339/CO 2.10 Madera County	Madera County; Section 5339; Purchase Transit Van (Electric) (Formula).	PE RW Const					191,000			Carry Over		
	\$ 191,000						191,000			2025 FTIP 2022 RTP, Table B-5		
	DFTIP Amend 0.00 22100000444	Total				191,000			Prior Current	38,000	153,000	
MAD215030 CITY/5339 2.08 Madera, City of	City of Madera; Intermodal Renovation (Formula).	PE RW Const		190,000								
	\$ 190,000			190,000						2025 FTIP 2022 RTP, Table B-5		
	DFTIP Amend 0.00 22100000478	Total	190,000						Prior Current	95,000	95,000	

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP - Regional Choice Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
	Total Escalated Cost			Status	Four Year Element						Local	State	Federal
					24/25	25/26	26/27	27/28	28/29	29/30			
MAD417005 MEA 0.00 Caltrans	Project Description: (Caltrans); In Madera County at the State Route (SR) 99/SR 233 Interchange. This project will improve safety for pedestrians and bicyclists. Interchange improvements include roundabouts at the ramp intersections. ramp \$ 21,261,000 DFTIP Amend 0.00 22100000355	PE RW Const Total	5,700,000 5,700,000		3,361,000 3,361,000	12,200,000 12,200,000				Carry Over 2025 FTIP 2022 RTP, Table B-1 Caltrans Total Estimated Project Cost is: Prior 5,700,000 Current 15,561,000			
MAD417004 06-0Y360 STIP-AC/NO-FUN 0.00 Caltrans	In Madera County from 0.5 miles north of Avenue 17 Overcrossing to 1.0 south of Avenue 21 1/2 Overcrossing. \$ 226,100,000 DFTIP Amend 0.00 22100000457	PE RW Const Total		4,300,000 4,300,000				8,400,000 19,800,000 28,200,000	193,600,000 193,600,000	Carry Over 2025 FTIP 2024 ITIP 2022 RTP, Table B-1 Prior Current 221,800,000 4,300,000			
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 upgrade drainage. construct \$ 112,073,000 DFTIP Amend 0.00 12100000243	PE RW Const Total	12,873,000 5,500,000 18,373,000			54,700,000 39,000,000 54,700,000 39,000,000				Carry Over 2025 FTIP 2022 RTP, Table B-1 Performance Measure 1, 2 and 3 Prior 9,000 7,719,000 10,645,000 Current 93,700,000			
MAD417008 DEV/CPFCDS/IN 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. \$ 123,700,000 DFTIP Amend 0.00 22100000406	PE RW Const Total	11,750,000 2,950,000 14,700,000	24,000,000 24,000,000	85,000,000 85,000,000					Carry Over 2025 FTIP 2022 RTP, Table B-1 Performance Measure 1 and 2 Prior 12,750,000 1,950,000 Current 84,000,000 25,000,000			
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 2025 FTIP 2022 RTP, Table B-1 Future Funding Project Included for Environmental Clearance Prior Current			
MAD517005 ST-CASH/COVID 0.00 Madera County Transportation	Planning, Programming and Monitoring. \$ 3,031,000 DFTIP Amend 0.00 12100000065	PE RW Const Total	2,506,000 2,506,000	107,000 107,000	107,000 107,000	107,000 107,000	107,000 107,000	97,000 97,000		Carry Over 2025 FTIP 2024 STIP, Page 31 of 97 ***** Version 1 - 02/26/24 ***** Prior 2,462,000 44,000 Current 525,000			

Madera County 2025 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP - Regional Choice Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
	Total Escalated Cost											
	Status			Four Year Element								
				24/25	25/26	26/27	27/28	28/29	29/30	Local	State	Federal
MAD217034 CITY 0.00 Madera, City of	City of Madera; Olive Avenue - Gateway to Roosevelt- Widen from 2 to 4 lanes	PE	770,000	40,000						Carry Over		
		RW	1,504,000							2025 FTIP 2022 RTP, Table B-1		
		Const	7,286,000	1,100,000	6,400,000					Performance Measure 1 and 2		
	\$ 17,100,000									Prior 9,560,000		
	DFTIP Amend 0.00 22100000308	Total	9,560,000	1,140,000	6,400,000					Current 7,540,000		
MAD217035 CITY 0.00 Madera, City of	City of Madera; Lake Street - 4th Street to Cleveland Ave - Widen from 2 to 4 lanes	PE	42,000		400,000					Carry Over		
		RW				2,000,000				2025 FTIP 2022 RTP Table B-1		
		Const					5,500,000			Performance Measure 1 and 2		
	\$ 7,942,000									Prior 42,000		
	DFTIP Amend 0.00 22100000320	Total	42,000	400,000	2,000,000	5,500,000				Current 7,900,000		
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.	PE		530,000						Carry Over		
		RW			260,000					2025 FTIP 2022 RTP, Table B-1		
		Const				6,100,000				Performance Measure 1 and 2		
	\$ 6,890,000									Prior		
	DFTIP Amend 0.00 22100000446	Total		530,000	260,000	6,100,000				Current 6,890,000		

Appendix E

Back Up Project Listings

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

2024

		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
Madera County											
SHOPP - Bridge Preservation											
Road Maintenance and Rehabilitation Account		\$1,004	\$451	\$553					\$450	\$14	\$540
MAD 406006											
	TOTAL	\$1,004	\$451	\$553					\$450	\$14	\$540
SHOPP - Collision Reduction											
Surface Transportation Program		\$6,515	\$1,300	\$1,435	\$3,780				\$2,270	\$630	\$3,615
MAD 406002											
	TOTAL	\$6,515	\$1,300	\$1,435	\$3,780				\$2,270	\$630	\$3,615
SHOPP - Roadway Preservation											
National Hwy System		\$91,862	\$1,670	\$1,200	\$68,102	\$20,890			\$4,440	\$368	\$87,054
MAD 406003											
	TOTAL	\$91,862	\$1,670	\$1,200	\$68,102	\$20,890			\$4,440	\$368	\$87,054
	County TOTAL	\$99,381	\$3,421	\$3,188	\$71,882	\$20,890			\$7,160	\$1,012	\$91,209
	MPO TOTAL	\$99,381	\$3,421	\$3,188	\$71,882	\$20,890			\$7,160	\$1,012	\$91,209

\$54,700,000 applied to
MAD 417003 in FY 25/26

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

2024

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
Madera County									
	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
County Total							\$450	\$14	\$540
MPO							SHOPP - Bridge Preservation Total:		
							\$450	\$14	\$540

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

2024

Madera County							
12100000284	MAD 06	1E910	41	Near Coarsegold, at the intersection with Road 416. Raise vertical profile of Road 416, and install lighting, signs, and striping at the intersection.	\$2,270	\$630	\$3,615
County Total					\$2,270	\$630	\$3,615
MPO SHOPP - Collision Reduction Total:					\$2,270	\$630	\$3,615

\$54,700,000 applied to
MAD 417003 in FY 25/26

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

2024

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
Madera County									
	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, and construct Class 2 bike lanes, Americans with Disabilities Act (ADA) compliant ramps and sidewalks, and	\$1,640	\$258	\$11,554
	12100000282	MAD 06	1E070	99		Rehabilitate pavement.	\$0	\$0	\$54,700
	12100000285	MAD 06	1E960	41		Additional contribution from non-SHOPP project EA 0H220/PPNO 06-6297. In and near Coarsegold, from 2.1 miles north of Yosemite Spring Parkway to 1.4 miles south of Route 49. Rehabilitate pavement, upgrade complete streets features, guardrail and Traffic Management System (TMS) elements.	\$2,800	\$110	\$20,800
County Total							\$4,440	\$368	\$87,054
MPO							SHOPP - Roadway Preservation Total:		
							\$4,440	\$368	\$87,054

MAD 410001

2022/23-2027/28 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.

3/22/2024, 10:52 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

2022/23-2027/28 Highway Bridge Program

6138

Madera County Transportation Commission

Number of Projects: 10

Project Costs to be programmed under construction:

	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	10,830,019		5,197,450	238,619	279,059	5,053,000		4,547,574	26,145,721
Local Match	812,248		213,130	30,916	3,441			862,547	1,922,282
LSSRP Bond									
Local AC									
Total	11,642,267		5,410,580	269,535	282,500	5,053,000		5,410,121	28,068,003

2022/23-2027/28 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.

3/22/2024, 10:52 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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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.											

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Madera BRIDGE NO. 41C0155, CLARK STREET, OVER M.I.D. CANAL, 0.1 MI WEST OF ROAD 26.0. Replace 2-lane timber bridge with 2-lane bridge.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE			70,000		30,000				100,000
R/W									
CON								560,000	560,000
Total			70,000		30,000			560,000	660,000
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			61,971		26,559			495,768	584,298
Local Match			8,029		3,441			64,232	75,702
LSSRP Bond									
Local AC									
Total			70,000		30,000			560,000	660,000
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			61,971		26,559				88,530
Local Match			8,029		3,441				11,470
LSSRP Bond									
Local AC									
Total			70,000		30,000				100,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4672	HBP	PE			61,971		-61,971				
	Local Match				8,029		-8,029				
Fed. Reimb. Rate: 88.53%			9/25/2023 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 25/26 to 23/24. As requested in 2023 HBP Annual Status.							Total:	
4672	HBP	PE					26,559				26,559
	Local Match						3,441				3,441
Fed. Reimb. Rate: 88.53%			9/25/2023 DLA-Admin: Revised PE funding to match LAPG 6-A dated 11/18/2022.							Total:	30,000
4672	HBP	PE					61,971				61,971
	Local Match						8,029				8,029
Fed. Reimb. Rate: 88.53%			8/30/2022 Eileen Crawford: 2022 Prioritized Project, new eligible project							Total:	70,000

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$								495,768	495,768
Local Match								64,232	64,232
LSSRP Bond									
Local AC									
Total								560,000	560,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4672	HBP	CON								-20,362	-20,362
	Local Match									-2,638	-2,638
Fed. Reimb. Rate: 88.53% 9/25/2023 DLA-Admin: Revised CON funding to match LAPG 6-A dated 11/18/2022.										Total:	-23,000
4672	HBP	CON								516,130	516,130
	Local Match									66,870	66,870
Fed. Reimb. Rate: 88.53% 8/30/2022 Eileen Crawford: 2022 Prioritized Project, new eligible project										Total:	583,000

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	82,000								82,000
R/W									
CON			145,080						145,080
Total	82,000		145,080						227,080
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	72,595		128,439						201,034
Local Match	9,405		16,641					-0	26,046
LSSRP Bond									
Local AC									
Total	82,000		145,080						227,080
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	72,595								72,595
Local Match	9,405								9,405
LSSRP Bond									
Local AC									
Total	82,000								82,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4310	HBP	PE									
	Local Match										
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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			128,439						128,439
Local Match	-0		16,641					-0	16,641
LSSRP Bond									
Local AC									
Total			145,080						145,080

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4310	HBP	CON			128,439					-128,439	
	Local Match				16,641					-16,641	
Fed. Reimb. Rate: 88.53% 10/17/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 23/24. As requested by agency.											
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									
	Local Match										
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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.											
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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	703,000								703,000
R/W	49,000								49,000
CON	5,867,000			269,535					6,136,535
Total	6,619,000			269,535					6,888,535
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	5,859,801			238,619					6,098,420
Local Match	759,199			30,916				-0	790,115
LSSRP Bond									
Local AC									
Total	6,619,000			269,535					6,888,535
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	622,366								622,366
Local Match	80,634								80,634
LSSRP Bond									
Local AC									
Total	703,000								703,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	PE									
	Local Match										
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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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	61,971								61,971	
	Local Match		8,029								8,029	
Fed. Reimb. Rate: 88.53%			9/16/2015 Kirk Anderson: Additional PE funds requested on the 2015 HBP Survey.								Total:	70,000
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	4,427								4,427	
	Local Match		574								574	
Fed. Reimb. Rate: 88.53%			3/10/2012 Tom Glaski: Create New project - Scour Countermeasure								Total:	5,000
									</			

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	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
3930	HBP	R/W									
	Local Match										
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.. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3930	HBP	R/W									
	Local Match										
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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3930	HBP	R/W	35,412								35,412
	Local Match		4,588								4,588
Fed. Reimb. Rate: 88.53%			6/9/2017 Kirk Anderson: Change scope and add funding for replacement project							Total:	40,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	5,194,055			238,619					5,432,674
Local Match	672,945			30,916				-0	703,861
LSSRP Bond									
Local AC									
Total	5,867,000			269,535					6,136,535

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	CON				238,619					238,619
	Local Match					30,916					30,916
Fed. Reimb. Rate: 88.53%			2/14/2024 Roberta Jensen: Revise fundline to a match approved LAPG 6-D dated 9/14/2023.							Total:	269,535
3930	HBP	CON	5,194,055	-5,194,055							
	Local Match		672,945	-672,945							
Fed. Reimb. Rate: 88.53%			6/29/2022 Kirk Anderson: Ready to Advertise. CON funds moved from FFY 22/23 to 21/22. As requested by agency.							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:	

New!

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	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:	982,000
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:	1,373,000
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:	
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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3930	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 88.53%			10/31/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3930	HBP	CON		3,109,174						-3,109,174	
	Local Match			402,826						-402,826	
Fed. Reimb. Rate: 88.53%			9/24/2019 Kirk Anderson: NEARLY Ready to Advertise. CON funds moved from FFY Beyond to 20/21. As requested in September 2019 Survey.							Total:	
3930	HBP	CON		-3,109,174						3,109,174	
	Local Match			-402,826						402,826	
Fed. Reimb. Rate: 88.53%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3930	HBP	CON									
	Local Match										
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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							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:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	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:	
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

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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. Other Federal Funds (HIP) must be shown in FTIP.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	415,000								415,000
R/W	50,000								50,000
CON	2,087,500								2,087,500
Total	2,552,500								2,552,500
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	2,552,500								2,552,500
Local Match									
LSSRP Bond									
Local AC									
Total	2,552,500								2,552,500
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	415,000								415,000
Local Match									
LSSRP Bond									
Local AC									
Total	415,000								415,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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:	23,000
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:	110,750

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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:	
4258	HBP	PE	281,250								281,250
	Local Match										
Fed. Reimb. Rate: 100.00%		9/29/2015 Kirk Anderson: Change to replacement project.								Total:	281,250
4258	HBP	PE	-281,250								-281,250
	Local Match										
Fed. Reimb. Rate: 100.00%		9/29/2015 Kirk Anderson: Change to replacement project..								Total:	-281,250
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	281,250								281,250
	Local Match										
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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4258	HBP	R/W									
	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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								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
	CON Summary:		Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	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:	
4258	HBP	CON			-1,525,000					1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON		-1,525,000	1,525,000						
	Local Match										
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 22/23 to 23/24. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON	-1,525,000	1,525,000							
	Local Match										
Fed. Reimb. Rate: 100.00%			10/30/2019 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON									
	Local Match										
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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
4258	HBP	CON	1,525,000							-1,525,000	
	Local Match										
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	-1,525,000							1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
4258	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4258	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total:	
4258	HBP	CON		1,525,000						-1,525,000	
	Local Match										
Fed. Reimb. Rate: 100.00%		9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.								Total:	
4258	HBP	CON								118,750	118,750
	Local Match										
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		-1,406,250						1,406,250	
	Local Match										
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		1,406,250							1,406,250
	Local Match										
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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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. Other Federal Funds (HIP) must be shown in FTIP.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	789,500								789,500
R/W	140,000								140,000
CON			4,253,200						4,253,200
Total	929,500		4,253,200						5,182,700
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	929,500		4,253,200						5,182,700
Local Match									
LSSRP Bond									
Local AC									
Total	929,500		4,253,200						5,182,700
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	789,500								789,500
Local Match									
LSSRP Bond									
Local AC									
Total	789,500								789,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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:	30,000
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:	364,500
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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	118,200								118,200																																																												
	Local Match																																																																						
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:	118,200																																																												
3494	HBP	PE	276,800								276,800																																																												
	Local Match																																																																						
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:	276,800																																																												
<div><table><tr><th>R/W Summary:</th><th>Prior</th><th>22/23</th><th>23/24</th><th>24/25</th><th>25/26</th><th>26/27</th><th>27/28</th><th>Beyond</th><th>Total</th></tr><tr><td>Fed \$</td><td>140,000</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>140,000</td></tr><tr><td>Local Match</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>LSSRP Bond</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Local AC</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Total</td><td>140,000</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>140,000</td></tr></table></div>												R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	Fed \$	140,000								140,000	Local Match										LSSRP Bond										Local AC										Total	140,000								140,000
R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total																																																												
3494	HBP	R/W																																																																					
	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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total:																																																													
3494	HBP	R/W																																																																					
	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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								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:																																																													

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	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:	
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										
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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	R/W	60,000								60,000
Local Match											
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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON			4,253,200					-4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%		9/14/2023 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 23/24. As requested in 2023 HBP Annual Status.								Total:	
3494	HBP	CON					-4,253,200			4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%		10/24/2022 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%		10/24/2022 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%		10/24/2022 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%		10/24/2022 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%		8/5/2022 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in August 2022 Status.								Total:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	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					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:	
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 21/22 to 22/23. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494	HBP	CON		4,253,200						-4,253,200	
	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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON	-4,253,200							4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3494	HBP	CON	4,253,200							-4,253,200	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
3494	HBP	CON								2,041,200	2,041,200
	Local Match										
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	-2,212,000							2,212,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/29/2015 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
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:	
3494	HBP	CON	2,212,000							-2,212,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/29/2015 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 17/18. As requested in September 2015 Survey.							Total:	
3494	HBP	CON	-2,212,000							2,212,000	
	Local Match										
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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON	2,212,000							-1,670,000	542,000
	Local Match										
Fed. Reimb. Rate: 100.00%		8/13/2014 Kirk Anderson: Exhibit 6-D submitted 08/14/14 requests more CON funding. SLA has NOT approved the type selection of the bridge.per his memo dated 08/06/14. 10/1/2014 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to 16/17. As requested in September 2014 Survey.								Total:	542,000
3494	HBP	CON	-1,670,000							1,670,000	
	Local Match										
Fed. Reimb. Rate: 100.00%		3/30/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.								Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 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	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 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	CON									
	Local Match										
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:	
3494	HBP	CON	1,670,000							-1,670,000	
	Local Match										
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	CON	-1,670,000							1,670,000	
	Local Match										
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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	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:	
3494	HBP	CON		9,500							9,500
	Local Match										
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:	9,500
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 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	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/20/2011 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 13/14 to 14/15. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/17/2017 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2014/15-19/20 to 2016/17-21/22. This does not impact funds in the current FTIP cycle.								Total:	
3494	HBP	CON		1,660,500						-1,660,500	
	Local Match										
Fed. Reimb. Rate: 100.00%		9/29/2012 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 10/5/2011 Tom Glaski: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 13/14. As requested in September 2011 Survey.								Total:	
3494	HBP	CON		-1,660,500						1,660,500	
	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 13/14 to Beyond.								Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/30/2009 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 12/13 to 13/14. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total:	
3494	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%		4/1/2010 DLA-Admin: Reimbursement changed to 100% (Toll Credits). 10/29/2009 DLA-Admin: Not ready to ad within 6 months CON funds moved from FFY 11/12 to 12/13. 8/21/2015 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2012/13-17/18 to 2014/15-19/20. This does not impact funds in the current FTIP cycle.								Total:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3494	HBP	CON	1,660,500								1,660,500
Local Match											
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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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.

Fed Proj:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	318,267								318,267
R/W	60,000								60,000
CON						2,348,000			2,348,000
Total	378,267					2,348,000			2,726,267
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	378,267					2,348,000			2,726,267
Local Match									
LSSRP Bond									
Local AC									
Total	378,267					2,348,000			2,726,267
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	318,267								318,267
Local Match									
LSSRP Bond									
Local AC									
Total	318,267								318,267

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	PE	6,000								6,000
	Local Match										
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	120,000								120,000
	Local Match										
Fed. Reimb. Rate: 100.00%		10/5/2020 Kirk Anderson: Not ready to ad within 6 months. PE funds added. As requested in September 2020 Survey.								Total:	120,000
3562	HBP	PE	60,000								60,000
	Local Match										
Fed. Reimb. Rate: 100.00%		10/3/2018 Kirk Anderson: Add PE funds as requested in September 2018 HBP Survey.								Total:	60,000
3562	HBP	PE	166,750								166,750
	Local Match										
Fed. Reimb. Rate: 100.00%		8/4/2010 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 7/30/2010 Tom Glaski: New project: Not ready to ad within 6 months								Total:	166,750

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	60,000								60,000
	Local Match										
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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total	
	Fed \$						2,348,000			2,348,000	
	Local Match										
	LSSRP Bond										
	Local AC										
	Total						2,348,000			2,348,000	
Phase Funding Details:											
Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON					-2,348,000	2,348,000			
	Local Match										
Fed. Reimb. Rate: 100.00%		10/19/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to 26/27. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON				-2,348,000	2,348,000				
	Local Match										
Fed. Reimb. Rate: 100.00%		10/19/2023 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			-2,348,000	2,348,000					
	Local Match										
Fed. Reimb. Rate: 100.00%		10/17/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 23/24 to 24/25. As requested by agency.								Total:	
3562	HBP	CON		-2,348,000	2,348,000						
	Local Match										
Fed. Reimb. Rate: 100.00%		10/24/2022 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		2,348,000						-2,348,000	
	Local Match										
Fed. Reimb. Rate: 100.00%		10/10/2022 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 22/23. As requested in 2022 HBP Annual Status.								Total:	
3562	HBP	CON								1,513,000	1,513,000
	Local Match										
Fed. Reimb. Rate: 100.00%		9/23/2022 Andy Chou: CON funding programmed to reflect LAPG 6D dated 7/26/2022.								Total:	1,513,000
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:	
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 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			-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 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		-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 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		-442,000							-442,000
	Local Match										
Fed. Reimb. Rate: 100.00%		10/14/2021 DLA-Admin: LAPG 6-D has been denied and additional CON funds removed.								Total:	-442,000

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON		1,277,000						-1,277,000	
	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:	
3562	HBP	CON								442,000	442,000
	Local Match										
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		-835,000						835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 21/22 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 20/21 to 21/22. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			10/24/2018 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to 20/21. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON		835,000						-835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			9/25/2018 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 19/20. As requested in September 2018 Survey.							Total:	
3562	HBP	CON		-835,000						835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			10/25/2016 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 19/20 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total:	
3562	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:	
3562	HBP	CON		835,000						-835,000	
	Local Match										
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:	

2022/23-2027/28 Highway Bridge Program

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District: 06 County: Madera

Responsible Agency			Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON	-835,000							835,000	
	Local Match										
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	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 16/17 to 17/18. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown. 8/25/2019 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2016/17-21/22 to 2018/19-23/24. This does not impact funds in the current FTIP cycle.							Total:	
3562	HBP	CON									
	Local Match										
Fed. Reimb. Rate: 100.00%			11/14/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 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	CON	835,000							-835,000	
	Local Match										
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	CON	-835,000							835,000	
	Local Match										
Fed. Reimb. Rate: 100.00%			3/26/2013 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 15/16 to Beyond. Action taken to financially constrain the FTIP (PUSH).							Total:	
3562	HBP	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	1,250								1,250
	Local Match										
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	833,750							-833,750	
	Local Match										
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:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
3562	HBP	CON								833,750	833,750
	Local Match										
Fed. Reimb. Rate: 100.00%			8/4/2010 Tom Glaski: Reimbursement changed to 100% (Toll Credits). 7/30/2010 Tom Glaski: New Project Not ready to ad within 6 months							Total:	833,750

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	700,500				189,500				890,000
R/W					63,000				63,000
CON						2,705,000			2,705,000
Total	700,500				252,500	2,705,000			3,658,000
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	700,500				252,500	2,705,000			3,658,000
Local Match									
LSSRP Bond									
Local AC									
Total	700,500				252,500	2,705,000			3,658,000
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	700,500				189,500				890,000
Local Match									
LSSRP Bond									
Local AC									
Total	700,500				189,500				890,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	PE				-189,500	189,500				
	Local Match										
Fed. Reimb. Rate: 100.00%			10/3/2023 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 24/25 to 25/26. NEPA not yet clear.							Total:	
4257	HBP	PE				189,500	-189,500				
	Local Match										
Fed. Reimb. Rate: 100.00%			9/14/2023 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 25/26 to 24/25. As requested in 2023 HBP Annual Status.							Total:	
4257	HBP	PE			-189,500		189,500				
	Local Match										
Fed. Reimb. Rate: 100.00%			3/16/2023 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 23/24 to 25/26. NEPA not yet clear.							Total:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	PE	473,000		-473,000						
	Local Match										
Fed. Reimb. Rate: 100.00%		5/18/2022 Andy Chou: PE funds moved from FFY 23/24 to FFY 21/22 for NEPA clearance as requested by local agency.								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									
	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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.								Total:	
4257	HBP	PE	662,500								662,500
	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:	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:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	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	227,500								227,500
	Local Match										
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

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	R/W				-63,000	63,000				
	Local Match										
Fed. Reimb. Rate: 100.00%		10/3/2023 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 24/25 to 25/26. NEPA not yet clear.								Total:	
4257	HBP	R/W				63,000	-63,000				
	Local Match										
Fed. Reimb. Rate: 100.00%		9/14/2023 Kirk Anderson: Not ready to ad within 6 months. RW funds moved from FFY 25/26 to 24/25. As requested in 2023 HBP Annual Status.								Total:	
4257	HBP	R/W			-63,000		63,000				
	Local Match										
Fed. Reimb. Rate: 100.00%		3/16/2023 DLA-Admin: Not ready to ad within 6 months. RW funds moved from FFY 23/24 to 25/26. 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: Not ready to ad within 6 months. RW funds moved from FFY 20/21 to 23/24. NEPA not yet clear.								Total:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$						2,705,000			2,705,000
Local Match									
LSSRP Bond									
Local AC									
Total						2,705,000			2,705,000

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	CON					-2,705,000	2,705,000			
	Local Match										
Fed. Reimb. Rate: 100.00%		10/19/2023 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 25/26 to 26/27. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.								Total:	
4257	HBP	CON					2,705,000			-2,705,000	
	Local Match										
Fed. Reimb. Rate: 100.00%		9/14/2023 Kirk Anderson: Not ready to ad within 6 months. CON funds moved from FFY Beyond to 25/26. As requested in 2023 HBP Annual Status.								Total:	
4257	HBP	CON								-72,500	-72,500
	Local Match										
Fed. Reimb. Rate: 100.00%		8/5/2022 Kirk Anderson: Cost adjustment reflecting non- HBP participating costs on 6-D								Total:	-72,500
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:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	CON			2,777,500					-2,777,500	
	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 23/24. As requested in September 2021 Status.							Total:	
4257	HBP	CON								1,640,000	1,640,000
	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 on 4/30/20210 in a 6-D signed 04/14/2021.							Total:	1,640,000
4257	HBP	CON			-1,137,500					1,137,500	
	Local Match										
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										
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. 8/8/2023 DLA-Admin: Fundline zeroed out due to FTIP cycle migration: 2020/21-25/26 to 2022/23-27/28. This does not impact funds in the current FTIP cycle.							Total:	
4257	HBP	CON			1,137,500					-1,137,500	
	Local Match										
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			-1,137,500					1,137,500	
	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 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			1,137,500					-1,137,500	
	Local Match										
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:	

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4257	HBP	CON	-1,137,500							1,137,500	
	Local Match										
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	1,137,500								1,137,500
	Local Match										
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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE			942,300						942,300
R/W									
CON								2,837,121	2,837,121
Total			942,300					2,837,121	3,779,421
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$			753,840					2,269,697	3,023,537
Local Match			188,460					567,424	755,884
LSSRP Bond									
Local AC									
Total			942,300					2,837,121	3,779,421
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4607	HBP	PE		-753,840	753,840						
	Local Match			-188,460	188,460						
Fed. Reimb. Rate: 80.00%			10/11/2022 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 22/23 to 23/24. Project has not received authorization to proceed. Move funding out.							Total:	
4607	HBP	PE		753,840	-753,840						
	Local Match			188,460	-188,460						
Fed. Reimb. Rate: 80.00%			9/19/2022 Kirk Anderson: Not ready to ad within 6 months. PE funds moved from FFY 23/24 to 22/23. As requested by agency.							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

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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:	
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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$								2,269,697	2,269,697
Local Match								567,424	567,424
LSSRP Bond									
Local AC									
Total								2,837,121	2,837,121

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4607	HBP	CON								86,114	86,114
	Local Match									21,528	21,528
Fed. Reimb. Rate: 80.00%			2/16/2024 Roberta Jensen: Revise fund line to match approved pm list dated 02/16/2024.							Total:	107,642
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

New!

2022/23-2027/28 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	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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MPO Summary: Madera County Transportation Commission

Number of Projects: 10

Total Costs:

	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	10,830,019		5,197,450	238,619	279,059	5,053,000		4,547,574	26,145,721
Local Match	812,248		213,130	30,916	3,441			862,547	1,922,282
LSSRP Bond									
Local AC									
Total for all Phases	11,642,267		5,410,580	269,535	282,500	5,053,000		5,410,121	28,068,003

Active Transportation Program (ATP) Grouped Project Listing
2023 FTIP Back-Up List for Madera County Transportation Commission

Project Number	Agency	County	Project Title	Project Description	Program Year	State Funds	Local Funds	Total Project Cost
MAD 420001	County of Madera	Madera	La Vina Community Mobility and Safety Enhancements Project	Location: The unincorporated community of La Vina in Madera County beginning at the Ave. 9/Rd. 24 intersection, proceeding west along both sides of Ave. 9 to the Rd. 23 1/2 intersection. Description: Install 5104LF of Class II bike lanes 5104LF 4'-8' sidewalk 3665LF curb & gutter 3 ADA ramps 2 lighted crosswalks 2 RRFB/Signals 2 crossing lights 10 streetlights & other items	2023	\$2,837,000	\$0	\$2,837,000

Total: \$2,837,000

Fiscal Year	23/24	24/25	25/26	
Local Total	\$0	\$0	\$0	
ATP Total	\$25,000	\$395,000	\$2,417,000	
Project Total	\$25,000	\$395,000	\$2,417,000	\$2,837,000
PE	\$25,000	\$300,000		
ROW		\$95,000		
CON			\$2,417,000	

Appendix F

Certifications

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
 - (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

animals held for research, teaching, or other activities supported by this award of assistance.

- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
- (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, "Audit Requirements", as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
- (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
- (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget's standard form 424D "Assurances—Construction Programs" and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant's exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant's principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA's state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C.

§ 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2023, Pub. L. 117-328, div. E, tit. VII, §§ 744–745. U.S. DOT Order 4200.6 defines a "corporation" as "any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association", and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT

Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and

contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); "flex funds" from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act ("TIFIA") (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;

- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA's Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA's regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, "Public Transportation Safety Certification Training Program"; and
- (b) Compliant with the requirements of 49 CFR Part 674, "State Safety Oversight".

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), "flex funds" from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, "Transit Asset Management," 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, "Uniform Administrative Requirements, Cost

- Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
- (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
- (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

**FEDERAL FISCAL YEAR 2024 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	<input checked="" type="checkbox"/>
02 Public Transportation Agency Safety Plans	
03 Tax Liability and Felony Convictions	
04 Lobbying	<input checked="" type="checkbox"/>
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	

Certifications and Assurances

Fiscal Year 2024

- 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

Name of the Applicant: Madera County Transportation Commission

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

Certifications and Assurances

Fiscal Year 2024

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: May 1, 2024

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 

Date: May 3, 2024

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 20 day of May 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.

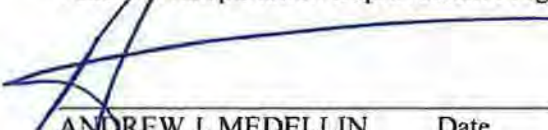
SECTION 5: MOU Termination

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

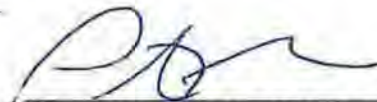
SECTION 6: Authorization of MOU

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

"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".

Madera CTC

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.

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4.1 Authorization

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


DARIN MCCANDLESS Date
Administrative Officer, County of Madera


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@lazarosmith.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					
MADCTY		2210000335	Madera		
MADCTY	MAD202081	2210000381	Intersections of 4th Street, Lake Street, and Central Avenue	Intersection Improvements	\$566,000 1.07
MADCTY	MAD202091	2210000381	Pine to Golden State Boulevard	Shoulder Paving	\$665,000 1.04
MADCTY	MAD218000	2210000459	Alley Paving NW Quadrant	Alley Paving at Various Locations - North West Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	\$725,000 1.10
MADCTY	MAD218001	2210000460	Alley Paving SW Quadrant	Alley Paving at Various Locations - South West Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	\$725,000 1.10
MADCTY	MAD218002	2210000461	Alley Paving NE Quadrant	Alley Paving at Various Locations - Northeast Quadrant (currently unpaved). This project will result in the reduction of PM 2.5.	\$840,000 1.10
CHOWCITY	MAD302060	2210000458	Alley Paving	Pave 2,400 linear feet of alleyways in Chowchilla between Trinity and Orange Avenues and between 6th Street to 15th Street (currently unpaved). This project will result in the reduction of PM 2.5.	\$1,302,000 1.10
MADCO	MAD116000	2210000462	Shoulder Paving Ave 7 Canal Rd to Canal Road	Avenue 7 from Chowchilla Canal Road to 2 miles east Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	\$578,000 1.04
MADCO	MAD116001	2210000463	Shoulder Paving Rd 26 from Rd 18 to 21	Road 26 from Avenue 18 to Avenue 21 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	\$1,478,000 1.04
MADCO	MAD116002	2210000464	Shoulder Paving Ave 7 from Rd 20 to 21	Avenue 7 from Road 20 to Road 21 Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	\$303,000 1.04
MADCO	MAD116003	2210000465	Shoulder Paving Raymond Rd to Harper Blvd	Raymond Road from City Limits to Harper Blvd - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	\$329,000 1.04
MADCO	MAD116004	2210000466	Shoulder Paving Santa Fe RR to Rd 12	Avenue 21 from Santa Fe Railroad Tracks to Road 12 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	\$534,000 1.04
MADCO	MAD116005	2210000467	Shoulder Paving Rd 23 from Ave 12 to 14	Road 23 from Avenue 12 to Avenue 14 - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	\$635,000 1.04
MADCO	MAD116006	2210000468	Shoulder Paving Ave 17 from Rd 26 to 27	Avenue 17 from Road 26 to Road 27 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions. Shoulder paving results in the reduction of PM 2.5.	\$429,000 1.04
TCM2 - Public Transit					
CHOWCITY	MAD313036	22100000295	CAT X	Operating Assistance	FTA Section 5311 \$2,397,000 2.01
MADCO	MAD113041	22100000298	County	Operating Assistance	FTA Section 5311 \$4,612,000 2.01
MADCO	MAD113401	22100000433	MCC	Operating Assistance	FTA Section 5307 \$4,186,000 2.01
MADCO	MAD113402	22100000434	MCC Preventative Maintenance	Operating Assistance	FTA Section 5307 \$952,000 2.01
MADCTY	MAD213091	22100000302	DAR	Operating Assistance	FTA Section 5307 \$5,200,000 2.01
MADCTY	MAD213092	22100000303	MAX	Operating Assistance	FTA Section 5307 \$5,600,000 2.01
MADCTY	MAD213093	22100000304	Facilities Operating Assistance	Operating Assistance	FTA Section 5307 \$1,400,000 2.01
MADCTY	MAD213094	22100000321	MAX Preventative Maintenance	Operating Assistance	FTA Section 5307 \$1,520,000 2.01
MADCTY	MAD213204	22100000473	Intermodal Renovation	Intermodal Renovation	FTA Section 5307 \$232,000 2.08
MADCTY	MAD215030	22100000478	Intermodal Renovation (Formula)	Intermodal Renovation (Formula)	FTA Section 5339 \$190,000 2.08
VARIOUS	MAD118003	22100000408	Madera Rail Station Relocation Project and HSR	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.	Mass Transit \$203,569,000 2.00
TCM3 - Bicycle/Pedestrian Program					
MADCTY	MAD202069	22100000284	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities \$336,000 3.02
MADCTY	MAD202074	22100000315	Cleveland Avenue	Cleveland Avenue to Fresno River on MID	Construct Bike/Ped Facilities \$379,000 3.02
MADCTY	MAD202083	22100000337	Schnoor Avenue	Sidewalk Construction Between Sunset Avenue and Fresno River	Construct Pedestrian Facilities \$150,000 3.02
MADCTY	MAD202086	22100000340	Fresno River Trail	Between North-South Trail Behind Montecito Park and Granada Drive (Phase II)	Construct Bike/Ped Facilities \$146,000 3.02
MADCTY	MAD217038	22100000418	Pedestrian Bridge over Fresno River	Granada Avenue Pedestrian Bridge over the Fresno River	Construct Bike/Ped Facilities \$2,500,000 3.02
CHOWCITY	MAD302058	22100000419	Pedestrian Improvements Project	Riverside Avenue, 8th Street, & Kings Avenue Pedestrian Improvements Project	Construct Bike/Ped Facilities \$1,647,000 3.02
MADCTY	MAD500001	22100000469	Clinton St Pedestrian Facilities	Clinton St Pedestrian Facilities to Sunrise Rotary Sports Complex.	Construct Bike/Ped Facilities \$200,000 3.02
MADCTY	MAD500002	22100000470	D and Clark St Pedestrian Facilities	D Street and Clark Street Pedestrian Facilities.	Construct Bike/Ped Facilities \$230,000 3.02
MADCTY	MAD500003	22100000471	Town and County Park Pedestrian Facilities	Pedestrian Facilities - Howard Road/Granada Drive at Town & County Park.	Construct Bike/Ped Facilities \$260,000 3.02
TCM5 - Alternative Fuels Program					
MADCTY	MAD213110	22100000423	Madera	Electric Vehicle Charging Station	EV Infrastructure \$400,000 4.12
MADCTY	MAD217039	22100000420	Madera	Purchase New Electric Bus and Charging Facilities	Fleet Conversion/EV Infrastructure \$586,000 4.12
MADCO	MAD113403	22100000435	Madera County	Purchase Three New Paratransit Vehicles	Fleet Conversion \$430,000 2.10
MADCO	MAD113404	22100000436	Madera County	Purchase Five New Paratransit Vehicles (Electric)	Fleet Conversion \$1,214,000 4.12
MADCO	MAD113405	22100000437	Madera County	Purchase Two Transit Vans	Fleet Conversion \$109,000 2.10
MADCO	MAD113406	22100000438	Madera County	Purchase Three Vans (Electric)	Fleet Conversion \$628,000 4.12
MADCO	MAD113407	22100000439	Madera County	Purchase Van (Electric)	Fleet Conversion \$194,000 4.12
MADCO	MAD113408	22100000440	Madera County	Purchase Van (Electric)	Fleet Conversion \$201,000 4.12
MADCO	MAD115010	22100000426	Madera County	Purchase New Transit Vehicle (Formula)	Fleet Conversion \$228,000 2.10
MADCO	MAD115021	22100000444	Madera County	Purchase Transit Van (Electric) (Formula)	Fleet Conversion \$191,000 4.12
MADCO	MAD113420	22100000475	Madera County	Purchase One Paratransit Vehicle (Electric)	Fleet Conversion \$333,000 4.12
MADCO	MAD113421	22100000476	Madera County	Purchase One Paratransit Vehicle (Electric)	Fleet Conversion \$355,000 4.12
MADCO	MAD113422	22100000477	Madera County	Purchase Three Paratransit VehicleS (Electric)	Fleet Conversion \$1,128,000 4.12
MADCO	MAD500004	22100000472	Madera County	Purchase of Five (5) Electric Vans for New Microtransit Demonstration Services.	Fleet Conversion \$425,000 4.12

Appendix I

Annual Listing of Projects FY 2023

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

COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA
RESOLUTION NO. 24-08

RESOLUTION ADOPTING THE MADERA COUNTY TRANSPORTATION COMMISSION
2025 FTIP, RTP AMENDMENT 2, AND CORRESPONDING CONFORMITY ANALYSIS

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, a 2022 Regional Transportation Plan Amendment 2 (2022 RTP Amendment 2) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2022 Regional Transportation Plan Amendment 2 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2025 Federal Transportation Improvement Program (2025 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 2025 FTIP program listing is consistent with: 1) the 2022 Regional Transportation Plan Amendment 2; 2) the 2024 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2025 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the 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, projects submitted in the 2025 FTIP and 2022 RTP Amendment 2 must be financially constrained and the financial plan affirms that funding is available; and

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

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2025 FTIP and 2022 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment 2 conform to the applicable SIPs; and

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

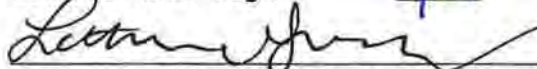
WHEREAS, a public hearing was conducted on June 19, 2024, to hear and consider comments on the 2025 FTIP, 2022 RTP Amendment 2, and corresponding Conformity Analysis;


NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission adopts the 2025 FTIP Amendment, 2022 RTP Amendment 2, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Madera County Transportation Commission finds that the 2025 FTIP and 2022 RTP Amendment 2 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing resolution was adopted this 17th day of July 2024 by the following vote:

Commissioner Ahmed	yes
Commissioner Gallegos	yes
Commissioner Gonzalez	yes
Commissioner Poythress	yes
Commissioner Rodriguez	Absent
Commissioner Rogers	yes


Chairman, Madera County Transportation Commission


Executive Director, Madera County Transportation Commission

Appendix L

Public Notice and Response to Comments

NOTICE OF PUBLIC HEARING ON THE DRAFT 2025 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM, DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT
2, AND DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission will hold a public hearing on June 19, 2024, at 3:00 p.m. at 2001 Howard Road, Suite 201, Madera, California, 93637 regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan Amendment 2, (2022 RTP Amendment 2), and the corresponding Draft Conformity Analysis for the 2025 FTIP and 2022 RTP. The purpose of this public meeting is to receive public comments on these documents.

- The 2025 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 is a long-term strategy to meet Madera County transportation needs out to the year 2046. Amendment 2 updates project and financial lists.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment 2 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 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 Americans with Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence on May 20, 2024, and conclude on June 19, 2024. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, California, 93637 and on the [MCTC Website](#).

Public comments are welcomed at the public hearing or may be submitted in writing by June 19, 2024, at 5:00 p.m. to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on July 17, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Persons: *Draft 2025 FTIP*
Jeff Findley, Principal Regional Planner

Draft 2022 RTP Amendment 2, Conformity Analysis
Dylan Stone, Principal Regional Planner

PROOF OF PUBLICATION

(2015.5 C.C.P.)

The Madera Tribune | P.O. Box 269 | Madera, Ca 93639
Ph: 559-674-2424 | Fax: 559-673-6526 | legals@maderatribune.net

PUBLIC NOTICE

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 7157

STATE OF CALIFORNIA

County of Madera

)
) ss.
)

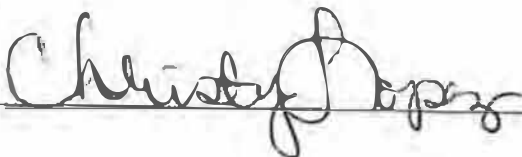
I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, 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: MAY 18, 2024

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

Dated: May 18, 2024

Signature



NOTICE OF PUBLIC MEETING ON THE DRAFT 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT 2, AND DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission will hold a public hearing on June 19, 2024, at 3:00 p.m. at 2001 Howard Road, Suite 201, Madera, California, 93637 regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan Amendment 2, (2022 RTP Amendment 2), and the corresponding Draft Conformity Analysis for the 2025 FTIP and 2022 RTP. The purpose of this public meeting is to receive public comments on these documents.

- The 2025 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 is a long-term strategy to meet Madera County transportation needs out to the year 2046. Amendment 2 updates project and financial lists.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment 2 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 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 Americans with Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email sandy@maderactc.org, or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

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Public comments are welcomed at the public hearing or may be submitted in writing by June 19, 2024, at 5:00 p.m. to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on July 17, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Persons: **Draft 2025 FTIP**
Jeff Findley, Principal Regional Planner

Draft 2022 RTP Amendment 2, Conformity Analysis
Dylan Stone, Principal Regional Planner

No. 7157 - May 18, 2024

From: [Kang, Peter B@DOT](mailto:Kang.Peter.B@DOT)
To: [Jeff Findley](#); [Dylan Stone](#)
Subject: RE: Madera - Draft 2025 FTIP, Draft 2022 RTP Amendment 2, and Draft Conformity Analysis
Date: Tuesday, June 18, 2024 10:25:14 AM
Attachments: [Image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jeff and Dylan,

Thank you for the opportunity to review the Draft 2025 FTIP, Draft 2022 RTP Amendment 2, and Draft Conformity Analysis. Below are the public comments provided by the Caltrans Division of Financial Programming and Division of Transportation Planning. Please address each comment below and reach out if you have any questions.

Project Specific Comments:

CTIPS ID# 22100000457: Please include more detail in the project description about the overcrossing.

CTIPS ID# 22100000472: Please provide more detail about the five electric van, such as type and size.

CTIPS ID# 22100000420: Please provide more detail about the electric zero emission transit bus, such as type and size.

Thank you,

Peter Kang, PE
FSTIP Coordinator
Office of Federal Programming and Data Management
Division of Financial Programming
California Department of Transportation
Cell: (916) 216-3908

From: Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>
Sent: Tuesday, June 4, 2024 10:34 AM
To: Kang, Peter B@DOT <peter.kang@dot.ca.gov>
Cc: Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>
Subject: FW: Madera - Draft 2025 FTIP, Draft 2022 RTP Amendment 2, and Draft Conformity Analysis

Hello Peter,

Our branch has completed a quality assurance review of the Draft Conformity Analysis for Madera's Draft 2025 Federal Transportation Improvement Program (FTIP), 2022 Regional Transportation Plan (RTP) Amendment 2. Can you please include our comments in your email to the MPO?

- Please use the latest Conformity Analysis Documentation Checklist located in Appendix B of the 2024 RTP Guidelines: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/division-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants/adopted-2024-rtp-guidelines-for-mpos-2-a11y.pdf>
- 93.104 (b,c) Include the final board adoption resolution in the final draft of the conformity analysis; Please update the adoption dates in the Executive Summary should it change before the final.
- 93.106 Unable to locate table 1-7 in the document. The chapters and pages seem to be incomplete for this reference. We think Appendix B was meant to be listed under this section. Please revise the conformity documentation checklist and include information for each section of 93.106.
- 93.109 (c) We are able to confirm the information, however there are no page numbers in Chapter 6. We recommend adding page numbers for that chapter.
- 93.110 (d) Unable to locate documentation that assumptions about transit service, use of the latest transit fares, and road and bridge tolls.

- 93.110 (e) Unable to locate reference to the effectiveness of TCMs and other SIP measures that have been implemented in the pages cited in the conformity documentation checklist for this regulation.
- 93.118 (a,c,e) Please see comment above about page numbers in Chapter 6.
- 93.118 Unable to locate table 1-7. We believe this is a typo, please revise.
- 93.122 (b) Unable to locate documentation of travel models being reasonably sensitive to cost. Please confirm if this is identified.
- 93.126, 93.127, 93.128 Unable to locate documentation of exempt projects in Appendix B. If you have exempt projects in the area, please include them in the final draft.

Please let me know if I can provide any information.

Best,



Erika Espinosa Araiza

Associate Transportation Planner (she/her)

Air Quality Branch, Office of Air Quality and Climate Change

Division of Transportation Planning | California Department of Transportation

(916) 662-6358

Email: erika.espinosa.araiza@dot.ca.gov

From: Jeff Findley <jeff@maderactc.org>

Sent: Friday, May 17, 2024 9:48 PM

To: Ademuyewo, Adekemi (FHWA) <Adekemi.Ademuyewo@dot.gov>; Ahron Hakimi <ahakimi@kerncog.org>; Alex Marcucci <amarcucci@trinityconsultants.com>; Kindred, Alicia@ARB <Alicia.Adams@arb.ca.gov>; Amy Changchien <amy.changchien@dot.gov>; Nason, Andrea S@DOT <andrea.nason@dot.ca.gov>; Anita Lee <lee.anita@epa.gov>; lee.anita@epa.gov; antonio.johnson <antonio.johnson@dot.gov>; Becky Napier <bnapier@kerncog.org>; Ben Raymond <braymond@kerncog.org>; braymond@kerncog.org; Blake Dunford <blake.dunford@mcagov.org>; Knecht, Carey@ARB <Carey.Knecht@arb.ca.gov>; Gardner, Chris L@DOT <chris.gardner@dot.ca.gov>; Xiong, Christopher@DOT <Christopher.Xiong@dot.ca.gov>; Chukchansi Tribal Council <council@chukchansi-nsn.gov>; council@chukchansi-nsn.gov; Clarissa Herlund <cherlund@stancog.org>; Claudia Gonzales <cgonzaless@chukchansitribe.net>; Dan Leavitt <dan@sjipa.com>; 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 Forte <Elizabeth.Forte@mcagov.org>; Ellen Bitter <ebitter@cityofmadera.com>; ebitter@cityofmadera.com; Ellen Moy <ellen.moy@comcast.net>; ellen.moy@comcast.net; Emily Kneeland <Emily.Kneeland@valleyair.org>; Maggioncalda, Emma@DOT <Emma.Maggioncalda@dot.ca.gov>; Chin, Eric C@DOT <eric.chin@dot.ca.gov>; Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>; Vaca, Erika@DOT <Erika.Vaca@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; Gilbert Contreras <Gilberto.Contreras@dot.gov>; Sousa, Hilda@DOT <Hilda.Sousa@dot.ca.gov>; Anderson, James R@DOT <james.r.anderson@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>; External, jrogers <jrogers@cityofchowchilla.org>; Baird, Jay@DOT <jay.baird@dot.ca.gov>; Jean Foletta <jfoletta@stancog.org>; Jeff Findley <jeff@maderactc.org>; Swearingen, Joshua B@DOT <joshua.swearingen@dot.ca.gov>; Kai Hahn <khan@fresnocog.org>; Kang, Peter B@DOT <peter.kang@dot.ca.gov>; Karina O'Connor <oconnor.karina@epamail.epa.gov>; oconnor.karina@epamail.epa.gov; Becha, Karishma@DOT <Karishma.Becha@dot.ca.gov>; Kayley Clay <Kayley.Clay@co.kings.ca.us>; Keith Helmuth <khelmuth@cityofmadera.com>; khelmuth@cityofmadera.com; Romero, Ken J@DOT <ken.j.romero@dot.ca.gov>; Kevin Wing <kevin.wing@valleyair.org>; kevin.wing@valleyair.org; Le, Kien T@DOT <kien.le@dot.ca.gov>; Carr, Laura@ARB <Laura.Carr@arb.ca.gov>; Laura Lawrence <lawrence.laura@epa.gov>; lawrence.laura@epa.gov; Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Lindsay Wickersham <wickersham.lindsay@epa.gov>; Mendibles, Lorena@DOT <lorena.mendibles@dot.ca.gov>; Evans, Marcus B@DOT <marcus.evans@dot.ca.gov>; Mark Hamilton <mhamilton@cityofchowchilla.org>; Maryann McGovran <mmcgovran@nfr-nsn.gov>; mmcgovran@nfr-nsn.gov; Matthew Shimizu <mshimizu@fresnocog.org>; Maya Hildebrand

(mayahildebrand@dot.ca.gov) <mayahildebrand@dot.ca.gov>; Jimon, Mayra@DOT <Mayra.F.Jimon@dot.ca.gov>; Mervin Acebo, FTA <mervin.acebo@dot.gov>; Michael.Morris <Michael.Morris@dot.gov>; Navarro, Michael@DOT <michael.navarro@dot.ca.gov>; Molly Boyett <Molly.Boyett@valleyair.org>; Natalie Austin <Natalia.austin@mcagov.org>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Fung, Nicholas@DOT <nicholas.fung@dot.ca.gov>; Nicholas Hernandez <nicholas.hernandez@dot.gov>; Isla, Nicholas@DOT <Nicholas.Isla@dot.ca.gov>; Nick St. Cook <nstcook@stancog.org>; Ofelia Abundez <OAbundez@fresnocog.org>; Singh, Parminder@DOT <parminder.singh@dot.ca.gov>; Patricia Taylor <patricia@maderactc.org>; Patrick Houlihan <patrick.houlihan@valleyair.org>; Paul Irwin <pirwin@nfr-nsn.gov>; Roybal, Paul@DOT <Paul.Roybal@dot.ca.gov>; paul-albert_marquez@dot.ca.gov; Ramirez, Pedro@DOT <Pedro.Ramirez@dot.ca.gov>; Martinez-Velez, Priscilla@DOT <priscilla.martinez-velez@dot.ca.gov>; Raquel Pacheco <rpacheco@kerncog.org> <rpacheco@kerncog.org>; Rob Ball <rball@kerncog.org> <rball@kerncog.org>; Johnson Jr, Robert J@DOT <robert.j.johnson@dot.ca.gov>; Robert Phipps <RPhipps@fresnocog.org> <RPhipps@fresnocog.org>; Roberto Brady <rbrady@tularecog.org> <rbrady@tularecog.org>; Rochelle Invina <rinvina@kerncog.org> <rinvina@kerncog.org>; Tavitias, Rodney A@DOT <rodney.tavitias@dot.ca.gov>; Rory Mays <mays.rory@epa.gov> <mays.rory@epa.gov>; Rosa Park <rpark@stancog.org>; Rui Ma <rui.ma@mcagov.org>; Ryan Niblock <niblock@sjcog.org> <niblock@sjcog.org>; Yazdi, Sadegh@DOT <sadegh.yazdi@dot.ca.gov>; Samuel Becker <sbecker@stancog.org>; Scherr, Sandra L@DOT <sandra.l.scherr@dot.ca.gov>; Sandy Ebersole <sandy@maderactc.org>; Santosh Bhattarai <bhattarai@fresnocog.org> <bhattarai@fresnocog.org>; Steve <steve@cathedraloaks.consulting>; Steve Martinez <steven.r.martiniz@dot.ca.gov> <steven.r.martiniz@dot.ca.gov>; Suriya Vallamsundar <suriya.vallamsundar@trinityconsultants.com>; Vanderspek, Sylvia@ARB <Sylvia.Vanderspek@arb.ca.gov>; Ted Smalley <tsmalley@co.tulare.ca.us>; Terri King <terri.king@co.kings.ca.us>; Dumas, Thomas A@DOT <tom.dumas@dot.ca.gov>; Tom Jordan <tom.jordan@valleyair.org>; Troy McNeil <troy@maderactc.org>; Ty Phimmasone <Phimmasone@sjcog.org>; Vincent Liu <vliu@kerncog.org> <vliu@kerncog.org>; Choi, Yoojoong@DOT <yoojoong.choi@dot.ca.gov>; Yue, Phil (FTA) <Phil.Yue@dot.gov>

Subject: Madera - Draft 2025 FTIP, Draft 2022 RTP Amendment 2, and Draft Conformity Analysis

EXTERNAL EMAIL. Links/attachments may not be safe.

Interagency Consultation Partners:

The Madera County Transportation Commission (MCTC) is proposing a Draft 2025 Federal Transportation Improvement Program (FTIP), 2022 Regional Transportation Plan (RTP) Amendment 2, and corresponding Draft Conformity Analysis.

Please see memo at:

https://www.maderactc.org/sites/default/files/fileattachments/programming/page/6605/mctc_iac_memo_r.pdf for details.

A 30-day public review and comment period will commence on May 20, 2024, and conclude on June 19, 2024. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, California, 93637 and on the [MCTC Website](#). Public comments are welcomed at the public hearing on June 19, 2024, or may be submitted in writing by June 19, 2024, at 5:00 p.m.

Adoption of the 2025 FTIP, 2022 RTP Amendment 2 and the corresponding Conformity Analysis is scheduled for the July 17, 2024, MCTC Policy Board meeting.

In conclusion, the Draft 2025 FTIP, 2022 RTP Amendment 2, and Draft Conformity Analysis meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable SIPs.

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

Jeff Findley (559) 675-0721, ext. 4 or jeff@maderactc.org for the Draft 2025 FTIP

Dylan Stone (559) 675-0721, ext. 3 or dylan@maderactc.org for the Draft 2022 RTP Amendment 2 and Conformity Analysis

From: [Natalia Austin](#)
To: [Jeff Findley](#)
Subject: FW: Transit Project information for the 2025 FTIP
Date: Wednesday, July 3, 2024 8:41:28 PM
Attachments: [image007.png](#)

Please see below, email from Amber.

Thanks!

Natalia Austin, GISP

Senior Regional Planner

Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721 ext. 6

www.maderactc.org



From: Amber Parkinson <Amber.Parkinson@maderacounty.com>
Sent: Wednesday, July 3, 2024 3:20 PM
To: Natalia Austin <NAustin@maderactc.org>
Subject: RE: Transit Project information for the 2025 FTIP

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Natalia

I was looking over the 2025 Draft and noticed 5339 MAD115010 only outlined one gas van. Looking over what was sent back to you in April I realized we did not indicate it would be a purchase of 2 vans. Will it be an issue if the description is slightly off?



Amber Parkinson | Accountant - Auditor I

PUBLIC WORKS DEPARTMENT, ADMINISTRATIVE SERVICES

200 W. 4th Street, Suite 3100, Madera, CA 93637

Office: [\(559\) 675-7811](tel:5596757811)



Response to Comments – Draft 2025 FTIP

June 19, 2024, Public Hearing

No public comments were received.

Caltrans Office of Federal Programming and Data Management Email Received on June 18, 2024

Thank you for your comments on the Madera County Draft 2025 FTIP. Please see our responses to your comments below.

Project Specific Comments

1. CTIPS ID# 22100000457: Please include more detail in the project description about the overcrossing. (MAD 417004)
2. CTIPS ID# 22100000472: Please provide more detail about the five electric van, such as type and size. (MAD 500004)
3. CTIPS ID# 22100000420: Please provide more detail about the electric zero emission transit bus, such as type and size. (MAD 217039)

Response: MCTC has provided additional information for the projects in CTIPS to reflect the requested information.

County of Madera, Transit Email Received on July 3, 2024

The County of Madera indicated that they provided incorrect information for project MAD 115010. The County intends to purchase 2 vans and not 1 van.

Response: MCTC has updated project MAD 115010 to reflect the purchase of 2 vans.

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", followed by 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

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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

2025 FTIP Checklist

2025 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* 2025 FTIP at the start of the FTIP public review period but no later than **August 30, 2024**.
- ❖ Upload the Final 2025 FTIP, along with any amendments and to the 2025 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2024**.
- ❖ Email web-link to the Final 2025 FTIP and amendments to Caltrans by **September 30, 2024**.

II. FTIP Package Submittal:

Paper copies of the draft or final 2025 FTIPs are not required.

Verify that the 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)
- ☒ Projects consistent with 23 CFR 667 requirements/analysis
- ☒ Board resolution that addresses the following. Include signed board resolution with your final 2025 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)__(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 3/5/24
- ☒ Include analysis of revenues dedicated for maintaining and operating the federal-aid system
- ☒ Air quality conformity analysis and determination, including the Conformity Analysis Checklist for MPO TIPs/RTPs
- ☒ Public Participation Process/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

Appendix P

Transportation Performance Management
Madera County Transportation Commission
2025 FTIP

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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

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

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

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

- 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 Regional Transportation Plan (MTP). The first 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 FTIP development.

Caltrans set Safety Performance Targets in August 2023 for the 2024 calendar year as shown in Table 1 below. MCTC regional targets are presented in Table 2.

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

Safety Performance Targets – Table 1

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2024	Annual Percentage Change for 2024
Number of Fatalities	FARS	4,080.6	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.300	-4.61%
Number of Serious Injuries	SWITRS	16,628.1	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.918	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

Transportation Safety Performance (PM1) Targets – Table 2

Performance Measure	Data Source	5-Year Rolling Average (2024)Target	Percent Reduction Target
Number of Fatalities	FARS	31.7	-2.84%
Rate of Fatalities per 100 Million VMT	FARS & HPMS	1.84	-4.61%
Number of Serious Injuries	SWTRTS	114.4	-3.69%
Rate of Serious Injuries per 100 Million VMT	SWTRTS & HPMS	6.6	-3.69%
Number of non-motorized fatalities and serious injuries	FARS & SWTRTS	14.1	-2.84% for fatalities and -3.69% for serious injuries

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 the County of Madera and the City of Chowchilla. The County of Madera is currently working on finalizing a systemic safety analysis report program and the City of Chowchilla developed 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,

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

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 State Transportation Improvement Program (STIP).

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.

2024 SHOPP Collision Reduction Numbers (Statewide)

A total of 733 projects are included in the 2024 SHOPP that was adopted by the CTC in March 2024. The 2024 SHOPP is valued at \$21.2 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has \$1,135,000 programmed safety projects. The SHOPP reserves \$1,135,000,000 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 2025 FTIP, 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 accounts for 1.6 % of all the dollars in the 2025 FTIP, and 9.3% of all projects in the 2025 FTIP 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 2025 FTIP include:

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

Table 3 Summary of Safety Projects in the 2025 FTIP

Category	# 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	2	3.70	\$15,206,000	2%	\$23,588,000	5%
Other Projects with Safety Components	24	44.44	\$329,381,000	33%	\$240,025,000	49%
Non-Safety Projects	28	51.85	\$461,751,000	46%	\$229,239,000	47%
Total FTIP Investments	54	100	\$1,003,238,000	100%	\$492,852,000	100%

Table 4 MCTC Safety Funding Programs

Fund	#of Projects	% of Number of Projects	Total Project Funding (All Years)	% of Total Project Funding	Funding in the 4-Year Element	% of the 4-Year Element
ATP	1	4%	\$3,766,000	1%	\$2,812,000	1%
HSIP	0					
SHOPP	1	4%	\$11,440,000	2%	\$5,215,000	2%
Total Safety (ATP, HSIP, SHOPP)	2	8%	\$15,206,000	3%	\$8,027,000	3%
Other Programs	24	92%	\$526,281,000	97%	\$251,286,000	97%
Total	26	100%	\$541,487,000	100%	\$259,313,000	100%

Note: Some projects may overlap due to overlapping funding sources. Total cost and number of projects of all safety programs therefore may be larger than the actual total program.

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 4 also shows other project investments, not primarily for safety, in the FTIP, 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 24 projects programmed in the 2025 FTIP, accounting for nearly \$526,281,000 in investments, are anticipated to reduce traffic fatalities and/or serious injuries (Table 4) these projects account for 92% of all projects in the FTIP.

Safety Project Highlights

MCTC is committed to the support and achievement of statewide safety targets. There is an ATP project for bicycle and pedestrian activities and SHOPP projects for safety improvements which are primarily for safety in this region.

The 2025 FTIP also lists projects that will enhance safety for all users at the local level. These projects are expected to improve safety for pedestrians and bicyclists by constructing pedestrian paths, bike facilities, sidewalk constructions. These projects are funded via Congestion Mitigation Air Quality (CMAQ), Carbon Reduction Program (CRP), STIP, and local funding. The following are some project highlights that represent these categories:

- City of Chowchilla: Pedestrian improvements on Riverside Avenue, 8th Street, and Kings Avenue
- City of Madera: Construction of bicycle and pedestrian facilities on Cleveland Avenue to Fresno River.

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 segments 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 California 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 5. There are no NHS bridges in the Madera Planning Region that need to be reported.

Table 5 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

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Transportation Performance Measures – 2025 FTIP

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 was 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

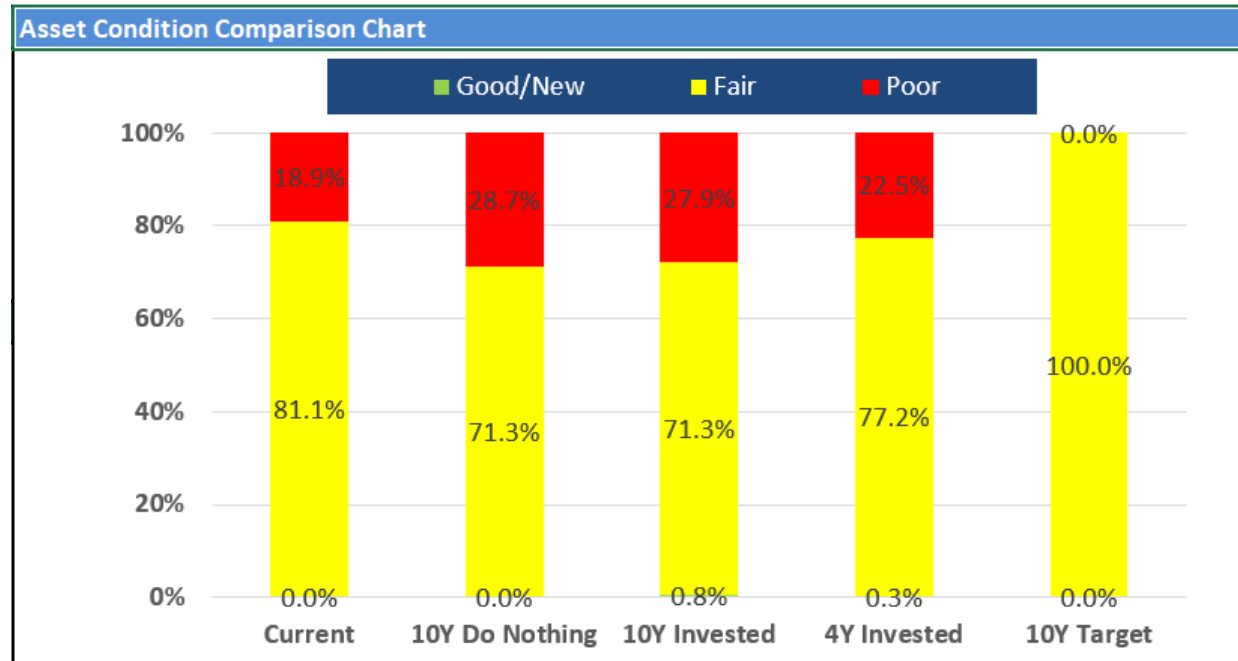


Figure 2. 10 Years Need Assessment for Pavement

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

Many of the projects programmed in the FTIP serve to improve or maintain pavement and bridge condition.

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

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
- 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 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

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

The 2024 SHOPP Roadway Preservation has \$11,200,000,000 in programmed projects 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 2024 SHOPP Bridge Preservation Program has \$2,222,000,000 in programmed projects which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Table 6 Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2025 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
Pavement Condition Projects	7	13%	\$602,242,000	60%	\$264,822,000	53%
Bridge Condition Projects	2	4%	\$69,800,000	69%	\$6,158,000	1.2%
Total Pavement and Bridge Condition Projects	9	17%	\$672,042,000	66%	\$270,980,000	54.9%
Non-Pavement and Bridge Condition Projects	45	83%	\$331,196,000	33%	\$221,872,000	45%
Total FTIP Investments	54	100%	\$1,003,238,000	100%	\$492,852,000	100%

Pavement and Bridge Condition Project Highlights

Our region has invested in the 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 Roadway Preservation Program have been programmed for pavement resurfacing and/or rehabilitation.

Local and HBP funds have been programmed for bridge preservation, rehabilitation and reconstruction.

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 2022. 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 7.

Table 7 NHS Performance, Interstate System Freight Movement, and CMAQ Program

Performance Measure	Target
NHS Performance	
Percent of Interstate System mileage reporting reliable person-mile travel times	N/A
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	74%
Interstate Freight Movement	
Percent of Interstate system mileage reporting reliable truck travel times	N/A
CMAQ Program Performance	
Annual hours of peak-hour excessive delay per capita	N/A
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	N/A
Percent of non-single occupancy vehicle (SOV) travel	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.

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:

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

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 2024 SHOPP Mobility Program currently has \$262,000,000 in programmed projects. 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 2025 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 8 shows the summary of the NHS Performance, non-interstate reliability projects, and CMAQ program performance projects in the 2025 FTIP.

Table 8 Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2025 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
Interstate Reliability Projects	N/A					
Non-Interstate Reliability Projects	2	%3.7	\$133,334,000	%13.29	\$109,261,000	%22.7
Truck Travel Time Projects	N/A					
CMAQ Projects	19	%35.19	\$14,137,000	%1.48	\$14,283,000	%2.9
Total PM 3 Projects	21	%38.89	\$148,137,000	%14.77	\$123,544,000	%25.07
Non-PM 3 Projects	33	%61.11	\$855,101,000	%85.23	\$369,308,000	%74.93
Total FTIP Investments	54	%100	\$1,003,238,000	%100	\$492,852,000	%100

Note: Included in Regional Choice projects are two 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 and alley paving, 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 (RIP), 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)

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

Table 9 TAM 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 2023 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. After the local transit agencies set their TAM targets, MCTC coordinated with them and set regional targets.

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

Table 10 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	100	N/A	N/A	N/A
Madera County	50	N/A	N/A	N/A
City of Chowchilla	38	N/A	N/A	N/A
Regional Target based on Weighted Average	36%	N/A	N/A	N/A

The three public transportation reporting entities provided their targets to MCTC as shown in Table 10. 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 the local transit operators to achieve their respective transit asset management performance targets.

Table 11 Summary of Transit Asset Management Projects in the 2025 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	12	63%	\$4,463,000	2%	\$1,059,000	8%
Non-Transit Asset Projects	7	37%	\$270,614,000	98%	\$12,446,000	92%
Total FTIP Investments	19	100%	\$275,077,000	100%	\$181,425,000	100%

There are 16 projects in the 2025 FTIP with \$70,497,000 million in FTA funds, \$4,463,000 million in local funds, \$586,000 million in CMAQ funds, and \$425,000 in CRP funds that support the maintenance or replacement of transit assets.

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 MCTC region key projects that address TAM include:

- New transit vehicles for the City of Madera and County of Madera
- Electric infrastructure for Madera County
- A mass transit project

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and be included in the MPO 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.

Madera County Transportation Commission
Transportation Performance Measures – 2025 FTIP

Table 12 Public Transportation Agency Safety Plan 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 13 Summary of Transit Safety Projects in the 2025 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
Transit Safety Projects	8	33%	\$3,216,000	1%	\$3,216,000	2%
Non-Transit Safety Projects	16	67%	\$274,072,000	99%	\$180,420,000	98%
Total FTIP Investments	19	100%	\$275,077,000	100%	\$181,425,000	100%

Note: Some projects identified for TAM may also benefit Transit Safety.

There are 8 projects in the FY 2025 FTIP with \$3,216,000 million in Section 5307 and CMAQ funding that specify the maintenance or replacement of transit assets. These safety investments represent 1% 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. Additionally, CMAQ funding was also used for vehicle replacements.

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 for the County and City of Madera

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	SRTIP	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		

Appendix R

Tribal Transportation Program

Transportation Improvement Program 2022

(Madera Projects Only)

State of
California

Tribal Transportation Program
Transportation Improvement Program
2022

This report includes all construction projects on current approved Tribal TIPs in this State.



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = J-***-***
program_class_code = 6K1
CSTIP Type = TIP



Entity Name J51534 - PICAYUNE RANCHERIA OF CHUKCHANSI INDIANS
Program Class Code 6K1
CSTIP Type TIP Fiscal Year 2022
FHWA Approved Date 25-AUG-22 Funding Amount 24,632

FIRST PAGE FOR CSTIP

State 06 - California

Projects on the CSTIP with this state are listed and subtotaled in this section

Location J51534 - Picayune Rancheria

Covers that part of the reservation within the current state.

PCAS	J51RM534	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Chukchansi Road Maintenance	CONS	0	0	0	0	0	0
County	039 - Madera	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	24,632	0	0	0	0	24,632
Work Type	RM	Total	24,632	0	0	0	0	24,632
Location Subtotal			24,632	0	0	0	0	24,632
State Subtotal			24,632	0	0	0	0	24,632
CSTIP Subtotal			24,632	0	0	0	0	24,632



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = J-***-***
program_class_code = 6K1
CSTIP Type = TIP



Entity Name J51532 - NORTHFORK RANCHERIA OF KINO INDIANS
Program Class Code 6K1
CSTIP Type TIP Fiscal Year 2022
FHWA Approved Date 20-SEP-22 Funding Amount 37,540

FIRST PAGE FOR CSTIP

State 06 - California

Projects on the CSTIP with this state are listed and subtotaled in this section

Location J51532 - Northfork Rancheria

Covers that part of the reservation within the current state.

PCAS	J51RM532	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Northfork Road Maintenance	CONS	0	0	0	0	0	0
County	039 - Madera	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	37,540	0	0	0	0	37,540
Work Type	RM	Total	37,540	0	0	0	0	37,540
Location Subtotal			37,540	0	0	0	0	37,540
State Subtotal			37,540	0	0	0	0	37,540
CSTIP Subtotal			37,540	0	0	0	0	37,540



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = J-***-***
 program_class_code = 6V1
 CSTIP Type = TIP



Entity Name J51534 - PICAYUNE RANCHERIA OF CHUKCHANSI INDIANS
 Program Class Code 6V1
 CSTIP Type TIP Fiscal Year 2022
 FHWA Approved Date 25-AUG-22 Funding Amount 304,914

FIRST PAGE FOR CSTIP

State 06 - California
 Location J51534 - Picayune Rancheria

Projects on the CSTIP with this state are listed and subtotaled in this section
 Covers that part of the reservation within the current state.

PCAS	J51EQ534	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Chukchansi Equipment Acquisition (RM)	CONS	0	0	0	0	0	0
County	039 - Madera	CE	30,000	30,000	30,000	30,000	30,000	150,000
Project Type	RDMAINT	Z	0	0	0	0	0	0
Work Type	T1	Total	30,000	30,000	30,000	30,000	30,000	150,000
PCAS	J51RM534	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Chukchansi Road Maintenance	CONS	0	0	0	0	0	0
County	039 - Madera	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	158,629	158,629	158,629	158,629	158,629	793,145
Work Type	RM	Total	158,629	158,629	158,629	158,629	158,629	793,145
PCAS	J51TP534	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Chukchansi TTP Mgmt & Planning	CONS	0	0	0	0	0	0
County	039 - Madera	CE	0	0	0	0	0	0
Project Type	PLANING	Z	100,000	100,000	100,000	100,000	100,000	500,000
Work Type	P9	Total	100,000	100,000	100,000	100,000	100,000	500,000
PCAS	J51TR534	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Chukchansi Transit	CONS	0	0	0	0	0	0
County	039 - Madera	CE	16,285	16,285	16,285	16,285	16,285	81,425
Project Type	TRANSIT	Z	0	0	0	0	0	0
Work Type	T4	Total	16,285	16,285	16,285	16,285	16,285	81,425
Location Subtotal			304,914	304,914	304,914	304,914	304,914	1,524,570
State Subtotal			304,914	304,914	304,914	304,914	304,914	1,524,570
CSTIP Subtotal			304,914	304,914	304,914	304,914	304,914	1,524,570



Indian Reservation Roads Programs

Federal Lands Highway

Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

REPORT FILTERS:

Location = J-***-***
 program_class_code = 6V1
 CSTIP Type = TIP



Entity Name J51532 - NORTHFORK RANCHERIA OF MONO INDIANS
 Program Class Code 6V1
 CSTIP Type TIP Fiscal Year 2022
 FHWA Approved Date 23-SEP-22 Funding Amount 470,797

FIRST PAGE FOR CSTIP

State 06 - California
 Location J51532 - Northfork Rancheria

Projects on the CSTIP with this state are listed and subtotaled in this section
 Covers that part of the reservation within the current state.

PCAS	J51EQ532	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Northfork Equipment Acquisition (RM)	CONS	0	0	0	0	0	0
County	039 - Madera	CE	76,409	76,409	76,409	76,409	76,409	382,045
Project Type	RDMAINT	Z	0	0	0	0	0	0
Work Type	T1	Total	76,409	76,409	76,409	76,409	76,409	382,045
PCAS	J51PL532	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Northfork TTP Mgmt & Planning	CONS	0	0	0	0	0	0
County	039 - Madera	CE	0	0	0	0	0	0
Project Type	PLANING	Z	50,000	50,000	50,000	50,000	50,000	250,000
Work Type	P9	Total	50,000	50,000	50,000	50,000	50,000	250,000
PCAS	J51RM532	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	Northfork Road Maintenance	CONS	0	0	0	0	0	0
County	039 - Madera	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	281,709	281,709	281,709	281,709	281,709	1,408,545
Work Type	RM	Total	281,709	281,709	281,709	281,709	281,709	1,408,545
PCAS	J51TR532	Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
Class	O	PE	0	0	0	0	0	0
Name	NFRTS Tansit Program	CONS	0	0	0	0	0	0
County	039 - Madera	CE	62,679	62,679	62,679	62,679	62,679	313,395
Project Type	TRANSIT	Z	0	0	0	0	0	0
Work Type	T4	Total	62,679	62,679	62,679	62,679	62,679	313,395
Location Subtotal			470,797	470,797	470,797	470,797	470,797	2,353,985
State Subtotal			470,797	470,797	470,797	470,797	470,797	2,353,985
CSTIP Subtotal			470,797	470,797	470,797	470,797	470,797	2,353,985