

Project-Level Conformity Determination Documentation for

06-0Y360 North Madera 6 Lane Project

Madera County

February 2026

Madera County Transportation Commission (MCTC) is providing the final documentation for PM_{2.5} and PM₁₀ Hot-spot Conformity Assessment for the 06-0Y360 North Madera 6 Lane Project, located in the City of Madera, Madera County.

The proposed project consists of widening State Route 99 from four to six lanes between post mile 15.1 and post mile 19.9. The draft conformity material was posted on MCTC's website at <https://www.maderactc.org/transportation/page/san-joaquin-valley-project-level-conformity-draft-pm25-and-pm10-conformity> and was available for the public comment period from February 11 through February 23, 2026.

The NEPA document for this project is CE (23 USC 327), and FHWA and EPA provided concurrence that the project is not of air quality concern (non-POAQC) on February 25, 2026.

The final documentation package consists of the (1) San Joaquin Valley PM hot-spot checklist, (2) slides presented at the IAC meeting, and (3) IAC meeting minutes.

San Joaquin Valley (SJV) Hot-Spot Checklist for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the interagency consultation group to determine whether a project is (1) exempt, (2) non-exempt and not a project of air quality concern, or (3) non-exempt and a project of air quality concern (which requires a quantitative project-level particulate matter hot-spot analysis).

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides sufficient detail for the interagency consultation group to make an informed decision on whether a project requires further analysis. For example, the interagency consultation group must consider the traffic impacts of the project; therefore, part of the required information includes no-build and build traffic data

STEP 1: PROJECT IDENTIFICATION

Project Name and Number: 06-0Y360 North Madera 6 Lane

FTIP/CTIPS# Identification Number [FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System]: 221-0000-0457.

City/County: City of Madera, Madera County.

Project Description: The project would widen State Route 99 from four to six lanes between post mile 15.1 and post mile 19.9 in Madera County.

Type of Project:

- New state highway
- Change to existing state highway
- New regionally significant street
- Change to existing regionally significant street
- New interchange
- Reconfigure existing interchange
- Intersection channelization
- Intersection signalization
- Roadway realignment
- Bus, rail, or inter-modal facility/terminal/transfer point
- Truck weight/inspection station
- At or affects location identified in the SIP as a site of actual or possible violation of NAAQS
- Others, specify:

Hot-Spot Pollutant of Concern (check both): PM_{2.5} PM₁₀

Lead Agency: Caltrans District 6

- a. Contact Person: Ken Romero
- b. Phone Number: 559-593-5891
- c. Email: ken.j.romero@dot.ca.gov

NEPA Assignment – Project Type (check appropriate box)

<input type="checkbox"/>	Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
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- a. Include the scheduled date of Federal Action (if available):

NEPA Assignment – Project Type (check appropriate box)

<input type="checkbox"/>	Exempt	<input type="checkbox"/>	Section 326 –Categorical Exclusion	<input checked="" type="checkbox"/>	Section 327 – Non-Categorical Exclusion
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Is this project in a conforming Plan and Transportation Improvement Program (TIP)?

Yes No

a. If yes, indicate the federal approval date for the latest regional conformity analysis: 7/17/2024

Current Programming Dates

Date	Action
3/12/2025	Begin Environmental
4/3/2028	Begin Project Approval & Environmental Document (PA&ED)
8/1/2029	Begin Design
11/15/2031	Ready to List (RTL)
6/6/2032	Begin Construction

L. Project Description (Summary; use additional sheets as needed)

a. Purpose and Need of the Project:

- Mainline Purpose:
 - Improve route continuity by widening State Route 99 from four to six lanes between Avenue 17 and Avenue 21½ (post miles 15.1 to 19.9).
 - Relieve traffic congestion.
 - Improve travel-time reliability.
 - Improve traffic operations and safety.
 - Repair and extend the service life of the existing pavement within the project limits.

- Mainline Need:
 - Close the existing six-lane gap between Avenue 17 and Avenue 21½ to improve route continuity.

- The existing four-lane segment is the final portion of State Route 99 that has not been upgraded to six lanes. This project will expand the four-lane segment to six lanes, completing the continuous six-lane facility along this stretch of State Route 99.
 - Relieve traffic congestion and improve travel-time reliability.
 - All segments of State Route 99 within the project limits currently operate at levels of service ranging from D to F. If the remaining D segments are not improved, their level of service will deteriorate to F, resulting in significantly increased commuter delays.
 - Improve safety.
 - Actual fatal, fatal-plus-injury, and total collision rates for similar roadways with comparable traffic volumes exceed statewide averages.
 - Repair and extend the service life of the existing pavement within the project limits.
 - Pavement within the project limits is distressed and requires rehabilitation.
- b. Route name, route number, project length, and post mile locations:
- Caltrans EA 06-0Y360; State Route 99, Post Miles 15.1 to 19.9 (Madera County).
- c. Number of existing and proposed lanes (specify the current and future number of lanes, indicating whether any lanes serve exclusively as turn lanes.)

Roadway	No Build	Build
State Route 99	Four Lanes	Six Lanes

The project proposes to add lanes within the existing median to widen the facility.

- d. Identify as a “Capacity-Adding” or “Non-Capacity-Adding” project.
- This is a capacity-adding project.
- e. Identify intersecting roads that will be impacted:
- Intersecting roads that will be impacted include Avenue 18½ and Avenue 21½.
- f. Project impact on surrounding land use and traffic generators (discuss especially the effects on diesel traffic)
- The Build and No-Build Average Daily Traffic and Truck Average Daily Traffic values for the project are the same in the Existing, Open-to-Traffic, and Design Years, indicating that increases in overall traffic and truck volumes are attributable to anticipated population growth rather than to project-induced traffic.

STEP 2: EXEMPT PROJECTS

EXEMPT PROJECT

No particulate matter project-level conformity is required, and no further documentation is needed. Go to Step 6.

Describe the type of Exempt Project:

NOT AN EXEMPT PROJECT. GO TO STEP 3.

STEP 3: TRAFFIC INFORMATION

Fill out only relevant traffic information B through G. For example, fill out D and E if the project is an intersection, and fill out F and G if the project is a bus, rail, or intermodal facility/terminal/transfer point. Include additional tables, maps, and other graphical representations of the projects in separate sheets.

o Year(s) Selected for Proposed Facility:

a. Year(s) selected

Base/Existing Year 2022, Open-to-Traffic Year 2034, RTP End Year 2046
Design/Horizon Year 2054

b. Justification for Selection of Analysis Year(s):

As modeled by the Caltrans District 06 Traffic Forecasting and Technical Analysis Branches, the traffic analysis is based on the Existing, Open-to-Traffic, and Design Years.

A. 2034 Opening-Year Traffic Information for the No-Build and Build Scenarios of the Proposed Facility

2034 Open to Traffic	No-Build Annual Average Daily Traffic	Build Annual Average Daily Traffic	No Build Truck (22 percent) Annual Average Daily Traffic	Build Truck (22 percent) Annual Average Daily Traffic
State Route 99	87,500	87,500	19,215	19,215

B. 2046 RTP End-Year Traffic Information for the No-Build and Build Scenarios of the Proposed Facility

2046 RTP End Year	No-Build Annual Average	Build Annual Average	No Build Truck (22 percent) Annual Average	Build Truck (22 percent) Annual Average Daily

	Daily Traffic	Daily Traffic	Daily Traffic	Traffic
State Route 99	106,000	106,000	22,904	22,904

C. 2054 (Design) Analysis Year Traffic Information for No-Build and Build Scenarios of the Proposed Facility

2054 Design Year	No-Build Annual Average Daily Traffic	Build Annual Average Daily Traffic	No Build Truck (22 percent) Annual Average Daily Traffic	Build Truck (22 percent) Annual Average Daily Traffic
State Route 99	115,500	115,500	25,364	25,364

D. Describe Traffic Impacts (if appropriate) [Provide any justification if build percent traffic is greater than the no-build, large changes in Annual Average Daily Traffic and truck percent, even if it is below EPA’s criteria, etc.]

The segment of State Route 99 from post mile 15.1 to post mile 19.9 is the final section with only two lanes in each direction. Constructing an additional third lane in both directions will provide a continuous six-lane facility extending approximately 162 miles from Kern County to Madera County.

The current configuration reduces from three lanes to two lanes, causing significant travel-time delays, congestion, and a decline in the level of service within this segment. Vehicle speeds often decrease sharply, increasing the potential for near-miss collisions as traffic queues during peak hours. These operational issues can extend into nearby segments to the north and south, both of which currently provide three lanes in each direction.

- **Alleviate congestion:** Increasing the number of lanes along this segment will reduce bottlenecks, allowing traffic to maneuver more efficiently and enabling faster vehicles to pass slower-moving traffic safely.
- **Improve travel time:** The additional lane will minimize travel delays by allowing vehicles to travel continuously in three lanes rather than merging into two lanes along this portion of State Route 99.

E. Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*).

- **Provide additional passing opportunities:** The added lane will allow smaller and faster vehicles to pass truck traffic safely, as trucks will primarily operate in the right lane.
- **Close the two-lane gap:** Closing the gap between the existing two-lane segment and nearby three-lane segments of State Route 99 will eliminate the need for traffic to redistribute due to changes in the number of lanes in the current configuration.

- **Enhance operational efficiency:** Upgrading the freeway to a continuous six-lane facility will maximize overall operational performance.
- **Improve air quality:** Improvements in the level of service will contribute to lower tailpipe emissions by reducing congestion and increasing average travel speeds.

Is additional traffic information (tables, maps, other graphical representations of the project (location, project details on additional lanes or ramps)) presented in additional sheets at the end of the checklist?

Yes

No

STEP 4: POAQC DETERMINATION

NOT A PROJECT OF AIR QUALITY CONCERN [Refer to EPA’s 2021 guidance, EPA-420-B-21-037, and FHWA’s FAQ document for complete details.] *Quantitative analysis is NOT required. Interagency consultation review, public participation, and concurrence are required. Provide the filled-out checklist to your MPO for the next steps. [Listed on page 1 under “Instructions”] Use the space to provide a detailed narrative and rationale for this conclusion.*

The North Madera 6-Lane project does not meet the criteria for a project of air quality concern as defined in the final rule by 40 Code of Federal Regulations Section 93.123(b)(1). It is a non-exempt project that is not a local air quality concern under 40 Code of Federal Regulations Section 93.123(b)(1)(i) and (ii), which states: “Any new or expanded highway project that primarily serves gasoline vehicle traffic (i.e., does not involve a significant number or an increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level of Service D, E, or F.” The Build/No-Build Annual Average Daily Traffic and Truck Annual Average Daily Traffic for the project are the same for the Existing, Open-to-Traffic, and Design years.

- The growth in traffic and truck volumes is due to the forecasted population growth in Madera County.
- Construction of the project would improve local traffic conditions and would not induce traffic beyond that associated with the forecasted population growth.

Project construction would improve operational efficiency by reducing congestion and travel delays, increasing the physical space for traffic to maneuver safely, and providing route continuity. Tailpipe emissions would decrease as congestion is alleviated, allowing vehicle engines to operate at more efficient speeds.

Go to **STEP 6**.

□ PROJECT OF AIR QUALITY CONCERN Check the following options to see if your project is one of the following options. If yes, the project could be of local air quality concern and requires quantitative hot-spot analysis based on interagency review.

Examples of projects of air quality concern that are covered by 40 Code of Federal Regulations Section 93.123(b)(1)(i) and (ii)

- *New or expanded highway projects with a significant number of, or an increase in, diesel vehicles (e.g., 125,000 Annual Average Daily Traffic and 10,000 (8 percent) diesel truck traffic). Note: These metrics are examples and should not be considered as threshold levels.*
- *Project affecting intersections that are at Level of Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.*
- *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.*
- *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.*
- *Projects in or affecting locations, areas, or categories of sites that are identified in the Particulate Matter 10 and Particulate Matter 2.5 applicable implementation plan or implementation plan submissions, as appropriate, as sites of violation or possible violation.*

Examples of projects of air quality concern that are covered by 40 Code of Federal Regulations Section 93.123(b)(1)(iii) and (iv).

- *A major new bus or intermodal terminal that is considered to be a “regionally significant project” under 40 Code of Federal Regulations Section 93.101.*
- *An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50 percent or more, as measured by bus arrivals.*

STEP 5: ANALYSIS AND DOCUMENTATION (FOR PROJECTS OF AIR QUALITY CONCERN)

The following is a summary of documentation to be included for a quantitative particulate matter hot-spot analysis. Please refer to the EPA Quantitative Hot-Spot Guidance for more information. [See EPA Quantitative Particulate Matter Hot-Spot Analysis Guidance, EPA-420-B-21-037, October 2021; Accessed at <https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance>] Interagency consultation review and concurrence are required

on the modeling protocol before the modeling begins. Contact your MPO representative and Air Quality Coordinator for additional guidance.

Documentation to Be Included for the Quantitative Particulate Matter Hot-Spot Analysis:

- Description of project
- Description of the type of emissions considered in the analysis.
- Contributing Factors:
 - Air Quality
 - Transportation and traffic conditions
 - Built and natural environment
 - Meteorology, climate, and seasonal data
 - Adopted emissions control measures
- Consider the full timeframe of the area's LRTP
- Description of existing conditions
- Description of changes resulting from the project
- Description of models, methods, and assumptions
- Description of analysis years
- Types of emissions included in the analysis and the details of emissions modeling.
- Results of air dispersion modeling.
- Background concentration estimation methods and results.
- Design value calculation.
- Discussion of why the project will not cause a violation of either the annual or 24-hour standard.
- Discussion of any mitigation measures
- Conclusion on how the project meets conformity requirements.
- Documentation of any interagency consultation decisions on the latest planning assumptions used in the analysis.
- Documentation of any public comment on the latest planning assumptions used in the analysis.

STEP 6: PUBLIC AND INTERAGENCY CONSULTATION INVOLVEMENT

Fill out this section after the checklist is sent to the MPO and the project is presented at the San Joaquin Valley Project-Level Conformity Group Meeting.

- San Joaquin Valley Project-Level Conformity Group Meeting Date: 02/25/2026
- Summary of the interagency consultation comments received and responses:

The following questions were received from EPA, with responses from Caltrans D6:

Comment 1: Why do the peak-hour volumes differ between the Build and No-Build scenarios if total truck numbers and AADT remain the same?

Response 1: The overall AADT remains the same in both scenarios; however, the Level of Service analysis evaluates traffic conditions during specific peak hours using Highway Capacity Manual methodologies. Differences in lane configuration (e.g., four lanes versus six lanes) affect how vehicles are processed during that peak hour. As a result, more vehicles can move through the improved configuration during the peak period, which leads to differences in speeds and LOS results, even though total daily traffic does not change.

Comment 2: Is the project expected to induce additional travel demand from surrounding communities?

Response 2: No. The project primarily addresses an existing bottleneck condition and does not expand overall corridor capacity beyond upstream or downstream segments. Therefore, it is not considered a capacity-inducing project within the project limits, and no induced travel is assumed.

- Summary of public comments received and responses:
All project-level materials were available for public review on the MCTC website from February 11 – February 23, 2026, and no public comments were received during this period.
- Interagency consultation concurrence date(s): 02/25/2026

Additional Information on Traffic Data

Attach traffic data tables, maps, and other graphical representations of the project to supplement information in Step 3.

A Summary of Existing Year 2022 Traffic Conditions

Scenario	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
Existing Year No Build Peak Hour	76,000/16,690	(1,810-510)/ (1955-568)	61/59	D/D
Existing Year No Build Off-Peak Hour	76,000/16,690	(2,062-581)/ (2,667-752)	67/67	B/B

B. Summary of No Build vs Build 2034, 2046 and 2054 Traffic Conditions.

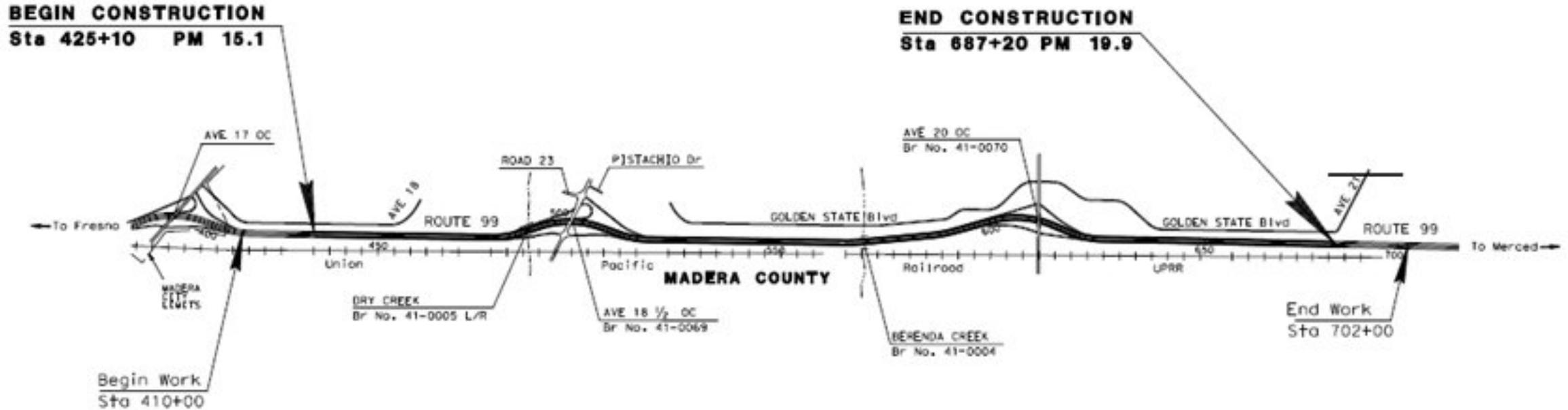
Scenario/ Analysis Year	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
No Build Peak/2034	87,500/19,215	(2,078-585)/ (2,245-633)	57/54	D/E
Build Peak/2034		(2,245-633)/ (2,498-705)	63/63	C/D
No Build Off Peak /2034		(2,369-668)/ (3,065-864)	67/67	B/C
Build Off Peak/2034		(2,579-728)/ (3,065-864)	67/67	A/B

Scenario/ Analysis Year	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
No Build Peak/2046	106,000/22,904	(2,461-694)/ (2,392-674)	50/50	F/F
Build Peak/2046		(2,658-749)/ (2,965-836)	62/61	C/D
No Build Off Peak/2046		(2,581-728)/ (3,339-941)	67/66	B/C
Build Off Peak/2046		(2,768-781)/ (3,339-941)	67/67	B/B

Scenario/ Analysis Year	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
No Build Peak/2054	115,500/25,364	(2,717-766)/ (2,490-702)	47/46	F/F
Build Peak/2054		(2,934-827)/ (3,277-924)	61/59	D/D
No Build Off Peak/2054		(2,722-768)/ (3,522-993)	67/67	B/C
Build Off Peak/2054		(2,894-816)/ (3,522-993)	67/67	B/B

North Madera 6 Lane

Post Miles 15.1-19.9



EA 06-0Y360, Madera County

CTIPS 22100000457 MAD417004



Project Overview

- 1) Project Description
- 2) Project Location
- 3) Purpose and Need
- 4) Project Listing in the Federal Transportation Improvement Plan/California Transportation Improvement System (FTIP/CTIPS)
- 5) Traffic Data and a Summary of Traffic Findings
- 6) Project Schedule
- 7) Project-Level Conformity Summary

Mainline Description

- The project would widen State Route 99 from four to six lanes between post mile 15.1 and post mile 19.9 in Madera County.
- A Build Alternative (Alternative 1) and a No-Build Alternative are under consideration.
 - Under Alternative 1, two additional lanes would be constructed within the existing median. Existing lanes and shoulders would be reconstructed and upgraded to standard widths where feasible.
 - Lanes would be 12 feet wide, and shoulders would be 8 to 10 feet wide.
- Median barriers would be installed throughout the project limits, consisting of concrete barriers in non-floodplain areas and thrie-beam barriers in floodplain areas.

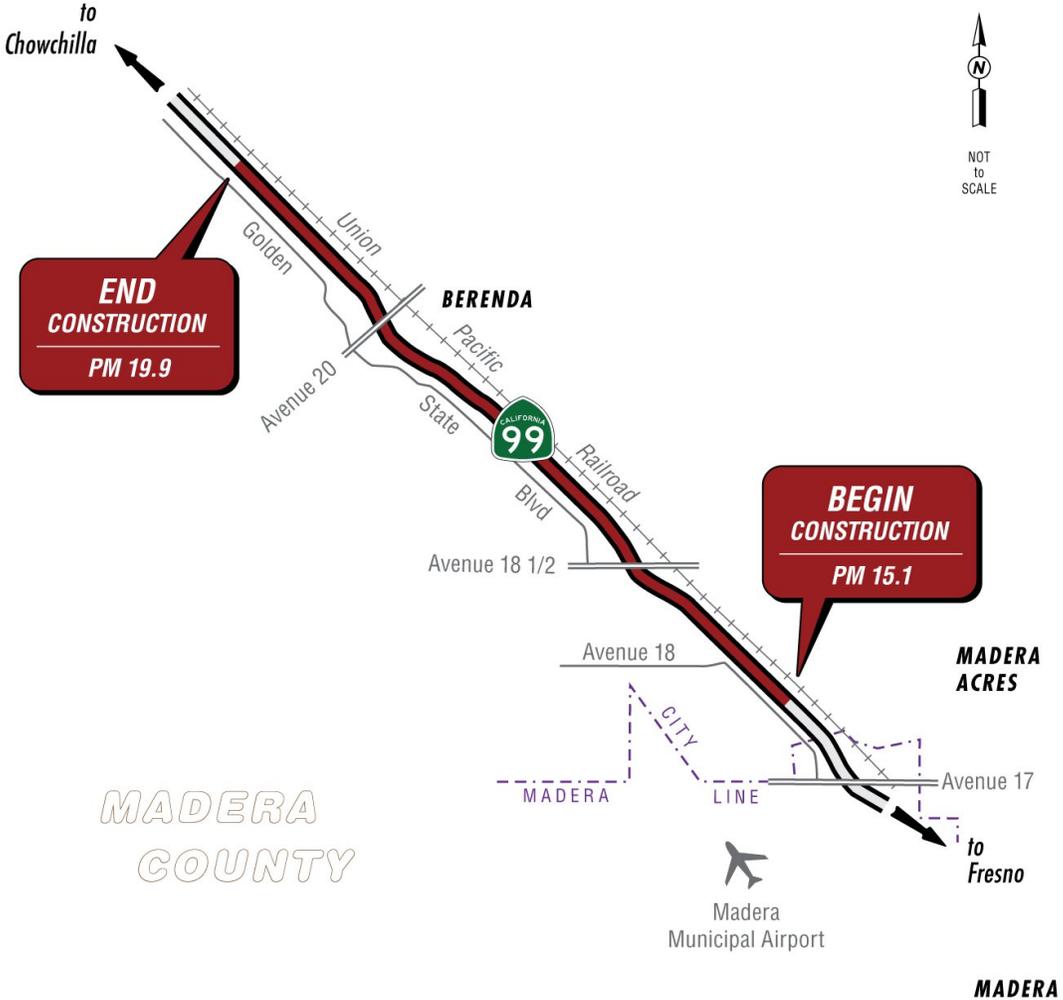
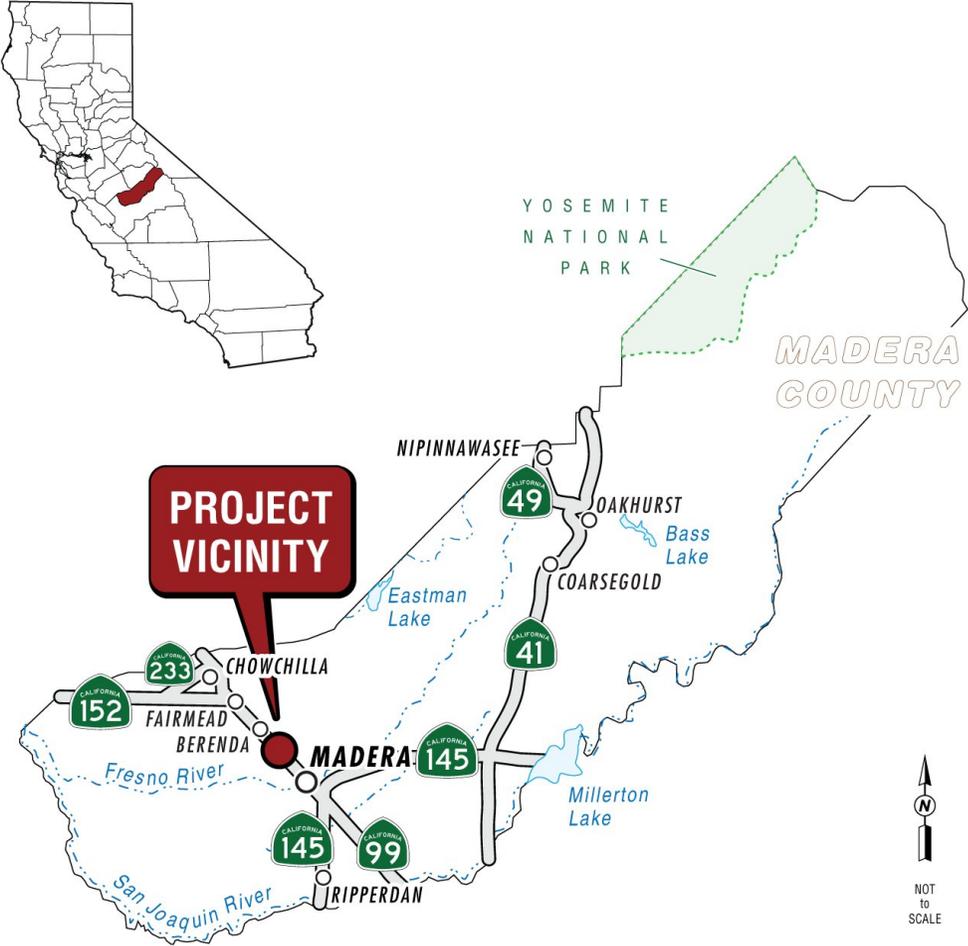
Mainline Description (continued)

- Flared-end sections and drainage systems would be upgraded to current standards.
- Drainage improvements in the northbound direction would be constrained by the nearby railroad.
- No new drainage basins are anticipated under the proposed alternative.
- Overhead signs and gore areas would also be upgraded to current standards.
- All ramps within the project limits would be overlaid with hot-mix asphalt, as required.
- Complete Streets Elements, such as sidewalks and crosswalks, would be implemented at Avenue 18½, where feasible.

Berenda Creek and Dry Creek Bridges

- The Berenda Creek Bridge would be improved to accommodate the additional lane and standard shoulder widths.
- The Dry Creek Bridge would be decked within the median to form a single structure.
 - New abutments and piers would be constructed for both bridges.
- Existing trees and vegetation near the bridges may be removed to accommodate the proposed bridge improvements.

Project Vicinity and Location



Purpose

- Improve route continuity by widening the existing four lanes to six lanes between Avenue 17 and Avenue 21 ½ (post miles 15.1-19.9).
- Relieve traffic congestion.
- Improve travel-time reliability.
- Improve traffic operations and safety.
- Repair and extend the service life of the existing pavement on State Route 99 within the project limits.

Need

- Close the existing six-lane gap between Avenue 17 and Avenue 21 ½ for route continuity.
 - The existing four-lane segment is the last segment of State Route 99 that is not a six-lane facility. The project would expand the four-lane segment to six lanes to complete the six-lane facility along this stretch of State Route 99.
- Relieve traffic congestion and improve travel-time reliability.
 - All segments of State Route 99 within the project limits operate at a level of service ranging from D to F. If the remaining D segments are not improved, the level of service will deteriorate to F and result in significant commuter delays.
- Improve Safety
 - Actual fatal, fatal-plus-injury, and total collision rates for similar roadways with comparable traffic volumes exceed the statewide averages.
- Repair and extend the service life of the existing pavement on State Route 99 within the project limits.
 - Pavement within the project limits is distressed and needs to be repaired

Project Listing in CTIPS

CTIPS Description: North Madera 6 Lane (in Madera County from 0.5 mile north of the Avenue 17 Overcrossing to 1.0 south of the Avenue 21 1/2 Overcrossing.)

A total of \$226,344,000 is programmed for the project.

- Pre-Engineering

- \$4,300,000 in FY 24/25.
- \$244,000 in FY 26/27
- \$8,400,000 in FY 28/29.

- Right-of-Way

- \$19,800,000 in FY 28/29.

- Construction

- \$193,600,000 in FY 29/30.

Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System **Amended**

DIST: 05	PPNO: 7004	EA: 0Y360	CTIPS ID: 221-0009-0457	TITLE (DESCRIPTION): North Madera 6 Lane (in Madera County from 0.5 miles north of Avenue 17 Overcrossing to 1.0 south of Avenue 21 1/2 Overcrossing)	MPO Aprv:
CT PROJECT ID:	MPO ID: MAD417004	ROUTE:	PM:		State Aprv:
COUNTY: Madera County					Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY: Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Mike Day
PHONE: (659) 383-5247
EMAIL: mike.day@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	10/15/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	193,600,000	19,800,000	12,944,000
1	Official	07/17/2024	JFINDLEY	Adoption -	0	193,600,000	19,800,000	12,700,000

(Dollars in whole)

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* IIP -									
* Fund Source 1 of 3	PE	4,300,000							4,300,000
* Fund Type: STIP Advance Construction	RW								
	CON								
* Funding Agency:	Total:	4,300,000							4,300,000
* Future Need -	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 3	PE				8,400,000				8,400,000
* Fund Type: Future Funds	RW				19,800,000				19,800,000
	CON					193,600,000			193,600,000
* Funding Agency:	Total:				28,200,000	193,600,000			221,800,000
* Federal Disc. -	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 3	PE			244,000					244,000
* Fund Type: Earmark Repurposing	RW								
	CON								
* Funding Agency:	Total:			244,000					244,000
Project Total:	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE	4,300,000		244,000		8,400,000			12,944,000
	RW					19,800,000			19,800,000
	CON						193,600,000		193,600,000
	Total:	4,300,000		244,000		28,200,000	193,600,000		226,344,000

Comments:
FTP Amendment Adding Earmark Repurposing Funds

***** Version 2 - 10/15/2025 *****
2025 FTIP
2024 ITIP
2022 RTP, Table B-1

SR 99 4 to 6 Lanes
Caltrans total estimated project cost is \$226,100,000
Performance Measure 1 and 2
***** Version 1 - 04/10/2024 *****

Project Listing in 2025 FTIP

- FTIP Description: In Madera County, from 0.5 mile north of the Avenue 17 Overcrossing to 1 mile south of the Avenue 21 1/2 Overcrossing.

○ <https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>

**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 Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				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	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-ACANO-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				8,400,000 19,800,000	193,600,000	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				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	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/COVIC 0.00 Madera County Transportation	Planning, Programming and Monitoring. \$3,031,000 DFTIP Amend 0.00 12100000085	PE RW Const Total	2,506,000 2,506,000	107,000	107,000	107,000	107,000	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		

Traffic Data, Models, and Methodology

- Freeway and merge/diverge segments were analyzed using HCS 2024 software based on HCM methodology.
- The truck percentage of 22 percent can be accessed at <https://dot.ca.gov/programs/traffic-operations/census> under “Truck Traffic: Annual Average Daily Truck Traffic.”
- The truck percentages are the same for both Open to Traffic Year 2034, RTP Limit Year 2046 and Horizon Year 2054.
- For the ramps, hourly traffic counts were based on traffic studies conducted for local development.

Existing Year 2022 AADT, Speed and Level of Service

Scenario	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
Existing Year No Build Peak Hour	76,000/16,690	(1,810-510)/ (1955-568)	61/59	D/D
Existing Year No Build Off-Peak Hour	76,000/16,690	(2,062-581)/ (2,667-752)	67/67	B/B

Caltrans D6 Traffic Forecasting and Operations.

2034 No Build vs Build Alternative AADT, Speed and Level of Service

Scenario/ Analysis Year	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
No Build Peak/2034	87,500/19,215	(2,078-585)/ (2,245-633)	57/54	D/E
Build Peak/2034		(2,245-633)/ (2,498-705)	63/63	C/D
No Build Off Peak /2034		(2,369-668)/ (3,065-864)	67/67	B/C
Build Off Peak/2034		(2,579-728)/ (3,065-864)	67/67	A/B

Caltrans D6 Traffic Forecasting and Operations.

2046 No Build vs Build Alternative AADT, Speed and Level of Service

Scenario/ Analysis Year	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
No Build Peak/2046	106,000/22,904	(2,461-694)/ (2,392-674)	50/50	F/F
Build Peak/2046		(2,658-749)/ (2,965-836)	62/61	C/D
No Build Off Peak/2046		(2,581-728)/ (3,339-941)	67/66	B/C
Build Off Peak/2046		(2,768-781)/ (3,339-941)	67/67	B/B

Caltrans D6 Traffic Forecasting and Operations.

2054 No Build vs Build Alternative AADT, Speed and Level of Service

Scenario/ Analysis Year	AADT/Truck AADT	Volume AM/PM (Vehicles-Trucks)	Speed AM/PM (mph)	LOS AM/PM
No Build Peak/2054	115,500/25,364	(2,717-766)/ (2,490-702)	47/46	F/F
Build Peak/2054		(2,934-827)/ (3,277-924)	61/59	D/D
No Build Off Peak/2054		(2,722-768)/ (3,522-993)	67/67	B/C
Build Off Peak/2054		(2,894-816)/ (3,522-993)	67/67	B/B

Caltrans D6 Traffic Forecasting and Operations.

Mainline Traffic and Traffic Findings

- The comparison of Build/No Build traffic volumes for the Open-to-Traffic and Design years does not change; the Build and No-Build scenario volumes remain the same.
- This is a gap closure project and no anticipated re-routing of Truck Traffic will occur with the Build Alternative when compared to the No Build Alternative.
- The periods from the Existing Year (2022) to the Open-to-Traffic Year (2034) and from the Open-to-Traffic Year (2034) to the Design Year (2054) reflect increases in traffic volumes due to anticipated population growth in Madera County. Between the Existing Year (2022) and the Open-to-Traffic Year (2034), the AADT increases by 11,500 vehicles—a 15 percent increase over 12 years.
 - Under the No-Build Alternative, the Level of Service (LOS) is D/E, whereas under the Build Alternative, the LOS is C.
- Between the Open-to-Traffic Year (2034) and the Design Year (2054), the AADT increases by 28,000 vehicles—a 32 percent increase over 20 years.
 - Under the No-Build Alternative, the Level of Service is F, whereas under the Build Alternative, the LOS is C.

Schedule

Date	Action
3/12/2025	Begin Environmental
4/3/2028	Project Approval & Environmental Document (PA&ED)
8/1/2029	Begin Design
11/15/2031	Ready to List (RTL)
6/6/2032	Begin Construction

Project-Level Conformity Conclusion

The North Madera 6-Lane Project does not meet the criteria for a POAQC as defined in the final rule by 40 CFR 93.123(b)(1).

- The project is a non-exempt project that is not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii), which states that “Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level of Service D, E, or F.”

Project-Level Conformity Summary

- Caltrans requests IAC Group concurrence that the project is not a Project of Air Quality Concern (POAQC) for the following reasons:
 - The Build/No-Build AADT and Truck AADT are the same for the Existing, Open-to-Traffic, and Design years.
 - Growth in traffic and truck volumes is attributable to anticipated population growth; no new traffic would be induced by project construction.
 - Since this is a gap closure project and SR 99 is the main arterial in the Central Valley there is no anticipated rerouting of truck traffic due to the project.
- Project construction would result in a continuous six-lane facility that would eliminate bottlenecks, enhance traffic operations, and improve travel-time reliability along this segment of State Route 99 in Madera County.

Questions?



[Contact - Ken.J.Romero@dot.ca.gov](mailto:Ken.J.Romero@dot.ca.gov)

San Joaquin Valley Project-Level Conformity Working Group

Project-Level Conformity Determination for

06-0Y360 North Madera 6 Lane, City of Madera, Madera County

Meeting Minutes

Wednesday, February 25, 2026, 1:00 – 1:30 (PT)

The meeting was held via Zoom teleconference.

Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- MCTC: Dylan Stone, Jeff Findley
- Madera County: Monty Cox (Madera County Transit), Keith Helmuth and Xochitl Villasenor (City of Madera), Geraldine Lakey (Madera County Department of Public Works)
- San Joaquin Powers Authority: Dan Leavitt
- City of Chowcilla: Dustin Ensminger
- KernCOG: Vincent Liu
- KCAG: Kayley Clay
- SJCOG: Ty Phimmasone
- Caltrans HQ: Rodney Tavitias, Karishma Becha
- Caltrans District 6: Ken Romero, Maya Hildebrand
- Caltrans District 10: Sriram Iyer, Yousif Zard, David Deel
- EPA: Lindsay Wickersham
- FHWA: Chris Dresser, Gilbert Contreras, Leigh Oesterling
- FTA: Michelle Ruan

Meeting Summary

- Introductions
Commencing the meeting, AQ Coordinator provided opening remarks and conducted a call to establish the attendance of all participants.
- Review of Non-Exempt Projects for the Project-level Particulate Matter (PM) Conformity
 - Introductions and Project Overview: AQ Coordinator introduced the 06-0Y360 North Madera 6 Lane, located in the City of Madera, Madera County.
 - Project Presentation: Caltrans D6 presented the project details and the reasoning behind the proposed project-level conformity determination.
 - Public Comment Period: MCTC informed the group that all project-level materials were available for public review on the COG website from February 11 – February 23, 2026. No public comments were received during this period.
- Discussion
The following questions were received from EPA, with responses from Caltrans D6:
Comment 1: Why do the peak-hour volumes differ between the Build and No-Build scenarios if total truck numbers and AADT remain the same?
Response 1: The overall AADT remains the same in both scenarios; however, the Level of Service analysis evaluates traffic conditions during specific peak hours using Highway Capacity Manual methodologies. Differences in lane configuration (e.g., four lanes versus six lanes) affect how vehicles are processed during that peak hour. As a result, more vehicles can move through the improved configuration during the peak period, which leads to differences in speeds and LOS results, even though total daily traffic does not change.

Comment 2: Is the project expected to induce additional travel demand from surrounding communities?
Response 2: No. The project primarily addresses an existing bottleneck condition and does not expand overall corridor capacity beyond upstream or downstream segments. Therefore, it is not considered a capacity-inducing project within the project limits, and no induced travel is assumed.

- Determination
EPA and FHWA concurred that the project is not a project of air quality concern (POAQC).
- Closing Remarks and Adjournment
AQ Coordinator informed the group that the final hot spot materials and meeting minutes will be posted to the MCTC's website. MCTC will then send a final email to IAC, documenting the concurrences received.