



Meeting of the
Madera County Transportation Commission
Policy Board

LOCATION

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

or via ZOOM

<https://us06web.zoom.us/j/84340671773?pwd=rj1TXm5YwBBOGHdbFR6kblzEeq2KaH.1>

Webinar ID: 843 4067 1773

Passcode: 702903

Telephone: US: +1 669 900 6833

DATE

January 21, 2026

TIME

3:00 PM

Policy Board Members

The Policy Board meets simultaneously as the Transportation Policy Committee, Madera County Transportation Commission, and Madera County 2006 Transportation Authority.

Commissioner Jose Rodriguez, Chair
Commissioner Robert Poythress, Vice Chair
Commissioner Waseem Ahmed
Commissioner Robert Macaulay
Commissioner David Rogers
Commissioner Rohi Zacharia
Caltrans District 6

Councilmember City of Madera
Madera County Supervisor
Councilmember, City of Chowchilla
Madera County Supervisor
Madera County Supervisor
Councilmember, City of Madera
Policy Committee, Participating Agency



This meeting is also being conducted by teleconference at the following location:
Rural County Representatives of California
1215 K Street, Suite 1650
Sacramento, CA 95814

REASONABLE ACCOMMODATIONS AND ADA

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation to the Board, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to sandy@maderactc.org, or mailed to 2001 Howard Road, Suite 201, Madera, CA 93637. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested.

AGENDA

At least 72 hours prior to each regular MCTC Policy Board meeting, a complete agenda packet is available for review on the [MCTC website](#) or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meeting unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar estos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 5 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

Board meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

PUBLIC COMMENT

If you are participating remotely and wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in Zoom and you will be called on by the chair during the meeting. You can also submit your comments via email to publiccomment@maderactc.org. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

Regarding any disruption that prevents the Policy Board from broadcasting the meeting to members of the public, then (1) if public access can be restored quickly, the meeting will resume in five (5) minutes to allow the re-connection of all members of the Board, staff, and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items, and notice of the continued meeting will be provided.

Agenda

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **PUBLIC COMMENT**

This time is made available for comments from the public on matters within the Board’s jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today’s agenda. Members of the public may comment on any item that is on today’s agenda when the item is called and should notify the Chairperson of their desire to address the Board when that agenda item is called.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

[4-A.](#) California Transportation Commission (CTC) 2025 Annual Report to the California Legislature

Enclosure: No

Action: Information and Discussion Only

[4-B.](#) FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Enclosure: No

Action: Information and Discussion Only

[4-C.](#) Community Planning and Capacity Building Grants: 2025 Request for Applications (RFA)

Enclosure: No

Action: Information and Discussion Only

4-D. Senate Bill 1 Funding Program Update - Program Guidelines Development Workshops for Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and Trade Corridor Enhancement Program (TCEP)

Enclosure: Yes

Action: Information and Discussion Only

4-E. Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 Draft Guidelines

Enclosure: No

Action: Information and Discussion Only

4-F. SB 125 Transit Transformation Task Force Final Report

Enclosure: Yes

Action: Information and Discussion Only

4-G. State of Good Repair (SGR) Funds Project Revision

Enclosure: Yes

Action: Approve Resolution 22-11 Amendment No. 3; Resolution 23-11 Amendment No. 2; Resolution 24-11 Amendment No. 2; Resolution 25-09 Amendment No. 1; and Resolution 25-10 Amendment No. 1, adopting a Revised SGR Project List

4-H. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

4-I. California Freight Mobility Plan 2027

Enclosure: Yes

Action: Information and Discussion Only

4-J. MCTC State Highway Operation and Protection Program (SHOPP) Comment Letter and Public Hearings

Enclosure: Yes

Action: Information and Discussion Only

4-K. 2026 State Transportation Improvement Program (STIP) Public Hearings

Enclosure: No

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. State Legislative Update – 2026 State Legislative Program Draft Summary and Draft MCTC 2026 State Legislative Platform

Enclosure: Yes

Action: Approve MCTC 2026 State Legislative Platform

5-B. Social Service Transportation Advisory Council’s (SSTAC) FY 2026-27 Unmet Transit Needs Recommendations – Resolution No. 26-01

Enclosure: Yes

Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council’s (SSTAC) FY 2026-27 Unmet Transit Needs findings by Resolution No. 26-01

5-C. Award Contract – Regional Climate Adaptation and Resilience Framework for Madera County

Enclosure: No

Action: Authorize staff to negotiate and enter a contract with Mark Thomas for an amount not to exceed \$575,000 to provide services for a Regional Climate Adaptation and Resilience Framework for Madera County

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

6. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

6-A. Reaffirm all Actions Taken While Sitting as the Transportation Policy Committee

7. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

7-A. Executive Minutes – November 19, 2025

Enclosure: Yes

Action: Approve November 19, 2025, Meeting Minutes

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Authority or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the items will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Authority concerning the item before action is taken.

NONE

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Regional Program – Programming of Available Funds

Enclosure: Yes

Action: Approve Programming of Available Regional Program Funds for the SR 233 Interchange Multimodal Improvement Project

OTHER ITEMS

11. MISCELLANEOUS

11-A. Election of Officers: Election of Chairperson and Vice Chairperson for Calendar Year 2026

Enclosure: No

Action: Elect a Chairperson and Vice Chairperson for the 2026 calendar year

11-B. Items from Staff

11-C. Items from Caltrans

11-D. Items from Commissioners

12. CLOSED SESSION

NONE

13. ADJOURNMENT

***Items listed above as information still leave the option for guidance/direction actions by the Board.**



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

California Transportation Commission (CTC) 2025 Annual Report to the California Legislature

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) has submitted their 2025 Annual Report to the California Legislature, prepared pursuant to Government Code Section 14535-14536. This report identifies and discusses key transportation issues for the coming year of 2026 and reviews accomplishments during the year just ended. The full report can be found at: [CTC Annual Report Website](#)

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. Department of Transportation (DOT) has issued a Notice of Funding Opportunity (NOFO) for the Fiscal Year (FY) 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Program. The purpose of the program is to support regionally or locally significant projects that enhance surface transportation infrastructure. There is \$1.5 billion in total program funding authorized by the *Infrastructure Investment and Jobs Act* (P.L. 117-58).

DOT will accept applications for Capital Grants and Planning Grants. The minimum Capital Grant award is \$5 million in urban areas and \$1 million in rural areas. There is no minimum award amount for Planning Grants. The maximum grant award for either Capital Grants or Planning Grants is \$25 million. The federal cost share may not exceed 80 percent of the total project cost unless the project is in a rural area, Historically Disadvantaged Community (HDC), or Area of Persistent Poverty (APP), where projects are eligible for up to a 100 percent federal share.

DOT will allocate \$750 million in funding for projects in urban areas and \$750 million for projects in rural areas. The agency will award at least \$75 million for planning projects and at least \$15 million for projects located in APPs or HDCs. No more than \$225 million will be awarded for projects within a single state.

The following projects are eligible for BUILD funding:

- Highway and bridge projects eligible under Title 23;
- Public transportation projects eligible under Chapter 53 of Title 49;
- Passenger and freight rail transportation projects;
- Port infrastructure investments, including inland port infrastructure and land ports of entry;

- Surface transportation components of airport projects eligible under Part B of Subtitle VII;
- Projects that enhance surface transportation facilities located on Tribal lands and where title or maintenance responsibility is vested in the federal government;
- Projects to replace or rehabilitate culverts or prevent stormwater runoff that improve habitat for aquatic species and advance the goals of the BUILD Program;
- Intermodal projects where component parts are otherwise eligible project types; and
- Other surface transportation infrastructure projects considered by the Secretary as necessary to advance the goals of the program.

Eligible planning projects include planning, preparation, and design of eligible surface transportation capital projects not resulting in construction, including environmental analysis, feasibility studies, benefit-cost analysis (BCA), and other pre-construction activities.

The application deadline is **February 24, 2026** at 5:00 p.m. Eastern Time (ET).

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Community Planning and Capacity Building Grants: 2025 Request for Applications (RFA)

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Air Resources Board (CARB) is accepting applications for the Community Planning and Capacity Building Grants: 2025 Request for Applications (RFA).

CARB will award up to \$7.3 million in grants, with individual awards of up to \$500,000, to support transportation-focused planning and capacity-building projects. These grants are intended to help communities lay the groundwork for future clean transportation investments that reflect local priorities and advance long-term mobility, health, equity, and sustainability goals. Eligible applicants include community-based organizations, local governments, public schools, and Tribal governments.

Applications must be received by CARB **no later than February 10, 2026**.

For more information visit [California Air Resources Board](#).

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-D

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Senate Bill 1 Funding Program Update - Program Guidelines Development Workshops for Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and Trade Corridor Enhancement Program (TCEP)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission is hosting virtual guidelines development workshops for the Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and Trade Corridor Enhancement Program (TCEP).

- Local Partnership Program (LPP): Provides matching funds to local and regional transportation agencies with voter-approved taxes or imposed fees dedicated to transportation improvements, including road maintenance, transit, and active transportation projects.
- Solutions for Congested Corridors Program (SCCP): Provides funding for projects in highly traveled areas that reduce congestion and provide a balanced set of transportation choices (transit, bicycle, pedestrian, highway improvements) as part of a comprehensive corridor plan.
- Trade Corridor Enhancement Program (TCEP): Provides funding for infrastructure improvements on federally designated trade corridors to enhance the efficient movement of freight, improve safety, and reduce community impacts like emissions and border wait times.

Workshop materials will be shared in advance of each workshop on the Commission's website: <https://catc.ca.gov/meetings-events/workshops>.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



2026 SENATE BILL 1 COMPETITIVE PROGRAMS GUIDELINES DEVELOPMENT WORKSHOPS

SAVE THE DATE

The California Transportation Commission invites you to the virtual guidelines development workshops for the Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and Trade Corridor Enhancement Program (TCEP).

Workshop materials will be shared in advance of each workshop on the Commission’s website: <https://catc.ca.gov/meetings-events/workshops>.

PROGRAM	WORKSHOP DATES & TIMES			REGISTRATION LINK
SCCP	Wednesday	January 14, 2026	1:00 PM – 3:00 PM	Zoom - SCCP
TCEP	Tuesday	January 20, 2026	1:00 PM – 3:00 PM	Zoom-TCEP
LPP	Wednesday	January 21, 2026	1:00 PM – 3:00 PM	Zoom - LPP

COMMISSION STAFF CONTACTS

SB 1	Matthew Yosgott	Deputy Director	Matthew.Yosgott@catc.ca.gov
LPP	Leishara Ward	Associate Deputy Director	Leishara.Ward@catc.ca.gov
SCCP	Naveen Habib	Associate Deputy Director	Naveen.Habib@catc.ca.gov
TCEP	Beverley Newman-Burckhard	Associate Deputy Director	Beverley.Newman-Burckhard@catc.ca.gov

NOTE: The Commission can provide assistive services, including translation and interpretation in multiple languages, real-time captioning, transcription, large print, digital audio and video recordings, and meeting materials in accessible formats for individuals with visual impairments. To request any of these services or obtain materials in alternate formats or languages, please contact us at (916) 654-4245 or ctc@catc.ca.gov.

Arrangements should be made as soon as possible but no later than five working days before the scheduled meeting (*las solicitudes de acomodación especial o servicios de interpretación deben hacerse tan pronto como sea posible y, como mínimo, cinco días laborales antes de la reunión programada*).



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-E

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 Draft Guidelines

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The [Transit and Intercity Rail Capital Program \(TIRCP\)](#) is a competitive funding program that supports projects aimed at increasing ridership, improving safety, integrating services, and reducing greenhouse gas (GHG) emissions. In the most recent funding cycle, more than \$1.3 billion was awarded to 27 projects statewide.

Caltrans has released draft guidelines for Cycle 8 and is seeking stakeholder feedback by February 17. Final guidelines are expected to be released on February 20. The draft guidelines are available on the [TIRCP webpage](#), and comments may be submitted to tircpcomments@dot.ca.gov.

Caltrans will also host virtual workshops beginning February 11 to review program requirements and answer questions, with additional dates and registration information coming soon.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-F
PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

SB 125 Transit Transformation Task Force Final Report

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Senate Bill 125 (SB 125) directed the California State Transportation Agency (CalSTA) to convene a Transit Transformation Task Force (TTTF) to examine the long-term sustainability of public transit in California and to develop recommendations to improve ridership, service quality, equity, and financial stability. The Task Force consisted of transit operators, regional agencies, local governments, advocacy organizations, and subject matter experts and met throughout 2024 and 2025.

[The Transit Transformation Task Force Final Report](#) identifies statewide challenges facing transit systems, including declining ridership, rising operating and capital costs, workforce shortages, regulatory complexity, and limited long-term funding stability. The report outlines guiding principles and a broad set of policy recommendations focused on improving service reliability and coordination, enhancing the rider experience, modernizing governance and funding structures, and supporting transit's role in meeting California's climate and equity goals.

The report is informational in nature and does not mandate specific actions by regional agencies. However, its findings and recommendations may inform future state legislation, funding programs, and planning guidance that could affect regional transportation planning and transit operations in Madera County.

Click [here](#) for a link to the report.

FISCAL IMPACT:

No fiscal impact to the approved 2025-26 Overall Work Program and Budget.



SB125 Transit Transformation Task Force Final Report



Message from the Secretary

It is a true privilege for the California State Transportation Agency (CalSTA) to help shape our State's transit to the benefit of all people. This SB125 Transit Transformation Task Force Report reflects a bold vision for the future of transit in California. More than a document, this final report is a testament to the past two years over which the Task Force has brought together leaders, experts and community voices to develop transformative ideas for transit. This collective effort, time and expertise have proven invaluable toward our goals to improve lives for all Californians. Through robust collaboration and dialogue, members forged a set of guiding principles and recommendations to transform transit in alignment with CalSTA's Core Four priorities of safety, climate action, equity and economic prosperity. California must continue to invest in transit options that are sustainable, convenient, seamless and affordable while also connecting our communities throughout the State. With sustained investment and commitment, this report charts a path toward a more resilient, equitable and sustainable transit system—one that will strengthen communities, drive economic prosperity and inspire future generations to see transit as the backbone of California's shared future. Building on this incredible momentum, we continue pushing forward and are eager to embrace the exciting opportunities that lie ahead for California transit.



Toks Omishakin

Secretary, California State
Transportation Agency



Acknowledgements

The California State Transportation Agency (CalSTA) extends our sincere appreciation to the dedicated Transit Transformation Task Force members for their participation in the Task Force process and their work on this report.

Kome Ajise

Southern California
Association of Governments

Rashidi Barnes

Eastern Contra Costa Transit
Authority

Alix Bockelman

Metropolitan Transportation
Commission

Sharon Cooney

San Diego Metropolitan
Transit System (MTS)

Chad Edison

CalSTA

Marlon Flournoy

Caltrans
(Meetings 11 to 13)

Ian Griffiths

Stakeholder with Subject
Matter Expertise in
Transportation

Amy Hance

City of Clovis

James Lindsay

Amalgamated Transit Union

Eli Lipmen

Move LA

Juan Matute

UCLA Institute of
Transportation Studies

Kate Miller

Napa Valley
Transportation
Authority/Vine Transit

Lorelle Moe-Luna

Riverside County
Transportation
Commission

Seamus Murphy

San Francisco Bay Water
Emergency
Transportation Authority

Laurel Paget-Seekins

Public Advocates

Michael Pimentel

California Transit
Association

Robert Powers

San Francisco Bay Area
Rapid Transit District
(BART)

Carl Sedoryk

Monterey-Salinas Transit
District

David Sforza

Assembly Transportation
Committee

Tony Tavares

Caltrans
(Meetings 1 to 10)

Laura Tolkoff

SPUR

Mark Tollefson

CalSTA
(Meetings 1 to 9)

Michael Turner

Los Angeles County
Metropolitan Transportation
Authority

Kari Watkins

UC Davis

Mark Watts

Transportation California

Melissa White

Senate Transportation
Committee

Jim Wunderman

Bay Area Council

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Executive Summary

Transit is more than just a way to get from place to place—it is a vital component of California's vision for a more equitable, prosperous, and environmentally sustainable future. Forward-thinking legislation laid a powerful foundation by recognizing transit as a cornerstone of California's ambitious climate goals. For example, over the past two decades, California passed laws to encourage transit-oriented development and funding for transit improvements to reduce car dependency, and positioned transit as a key solution to reduce greenhouse gas emissions.¹ These laws elevate public transit not only as a solution to meeting California's climate goals, but also as a catalyst for reimagining how Californians live, move, and connect. From integrated, regional planning and transit-oriented development to clean energy innovation, California is charting a path where transit drives progress across every corner statewide.

California's recent housing legislation underscores a growing commitment to building vibrant, transit-connected communities where people can thrive without needing to rely on a car. Recent legislation enabled affordable and mixed-income housing to be built along transit-friendly commercial corridors, and expedited approval processes for urban infill projects, including many near transit.² These laws are paving the way for walkable neighborhoods that are affordable, accessible, and sustainable—and they accelerate the creation of homes in the very places where transit can offer the greatest benefit. However, for these laws to work, we need robust, reliable public transportation to serve Californians.

Across California, transit agencies are already proving what is possible when we invest in people, safety, and community. For example, Bay Area Rapid Transit's (BART) Ambassador Program has redefined the rider experience by fostering a sense of presence and care on the system, helping restore trust and safety for thousands of daily riders. In Los Angeles, a groundbreaking, collaborative approach to Measure M united communities and secured transformative, long-term funding to reshape regional mobility. And when

¹ These include the California Green Tariff Shared Renewables Program (S.B. 43, 2014) the California Sustainable Communities and Climate Protection Act (S.B. 375, 2008) and the California Global Warming (A.B. 32, 2006).

² These include the California Affordable Housing and High Road Jobs Act (A.B. 2011, 2022); the California Middle Class Housing Act (S.B. 6, 2022); and the California Streamlined Multifamily Housing Approval Act (S.B. 423, 2023).

disaster strikes, transit acts as a lifeline, playing a critical role in mass evacuations and emergency response, such as during California's recent wildfires. These successes show that transit can be an engine for resilience, equity, and shared prosperity.

Transit in California is at a pivotal moment—facing real challenges yet holding immense promise. Declining ridership and revenues and rising costs test the resilience of our systems, even as operators navigate the effects of complex social issues such as the effect of homelessness, the opioid crisis, and more. Still, transit remains essential to achieving a livable climate, equitable access to opportunity, vibrant communities, and a thriving economy.

Transit reduces traffic congestion and greenhouse gas emissions by moving people with fewer vehicles and it supports economic activity by enabling access to jobs, education, healthcare, and commerce—greatly improving quality of life, particularly for those who cannot drive to due to age, ability, or income. California's population is aging, and transit connects elderly or disabled riders to vital accessible services. Additionally, transit fosters more livable, inclusive communities by reducing the need for extensive parking and encouraging walkable neighborhoods. For individual users, public transit can offer an affordable, convenient alternative to car ownership, and transit increases mobility and independence for society at large.

California's transit agencies face challenges driven by falling ridership, declining revenues, and rising costs from inflation, infrastructure needs, land-use patterns, and the transition to zero-emission fleets. Together, these factors threaten transit service reliability and financial stability. Task Force members noted that addressing these challenges requires more than reallocating existing dollars—it could be addressed through increased, flexible, and dedicated revenues and funding, efficiencies in capital and operating spending, and diversified revenue streams such as real estate development, toll revenues, and innovative financing tools. Task Force members also noted that legislative changes that reduce costs and expand agencies' authority to capture value from their assets will advance these goals.

With leadership and smart policy, we can transform public transit into a fast, reliable, and dignified alternative to driving—one that connects millions

more people to what matters most. Going forward, California can lead the nation in creating a transportation system that is truly built for the future.

This report is intended as a starting point for future conversations, and not as a menu of ready-made policy or fiscal proposals. Implementation of the recommendations found within this report will require additional development to determine the necessary resources, statutory changes, or other programmatic changes that would be needed before they can be implemented. This additional detail is beyond the scope of this report.

The Task Force's vision is that public transit is the backbone of a prosperous, affordable, climate-resilient, and equitable California—empowering Californians to move freely, reliably, and sustainably.

1.0 Background: SB125 and the Transit Transformation Task Force

The Transit Transformation Task Force (TTF or Task Force) was established through SB125 (Chapter 54, Statutes of 2023), which required CalSTA to convene representative transit leadership and subject matter experts from State government, local agencies, academic institutions, nongovernmental organizations, labor and other transit stakeholders. The Task Force's mandate was to develop recommendations to grow transit ridership and improve the transit experience for all users. Based on the Task Force's efforts, CalSTA was directed to prepare and submit a report of findings and recommendations to the Legislature.

The Task Force met 13 times around California between December 2023 and September 2025 to discuss and develop recommendations on the topics stipulated in SB125 for CalSTA's consideration.

To support the development of the report, the Task Force organized its work into three levels: principles, strategies, and recommendations.

- Principles are high-level value statements that articulate what is needed to achieve the Task Force's goals. They serve as a foundation for organizing strategies and recommendations.
- Strategies define the key issue areas, derived from SB 125 enabling legislation. They help group related recommendations under common themes.
- Recommendations are specific actions or initiatives that stakeholders—such as policymakers, state, local agencies, or transit authorities—can consider for implementation.

CalSTA, as chair and convener of the Task Force, engaged in a robust public outreach process. CalSTA compiled recommendations for inclusion in this report, using the input of Task Force members, the Technical Working Group (TWG), Subject Matter Experts (SMEs), and the public. Recommendations were first presented to the Task Force as a staff report, and then were either approved, rejected, or modified during the meetings. Some approved recommendations have not been selected by CalSTA for inclusion in the

report, but are included in Appendix B to document the process. Given the extensive and public nature of this consultation, numerous comments, suggestions, and ideas can be found on the [SB125 CalSTA webpage](#).

In addition to the Task Force meetings, CalSTA formed a TWG as an advisory body to support the Task Force. TWG members included representatives from CalSTA, Caltrans, and technical partners who were identified as subject matter experts with deep expertise and experience in public transit. The TWG members attended monthly meetings to provide expertise and insight on key transit topics for the Task Force to consider.

Lastly, CalSTA conducted over 70 individual interviews with SMEs, including TTTF, TWG members, and other individuals identified by the Task Force and TWG as experts in their field. The information obtained during SME interviews was used to inform TWG and Task Force meetings.

2.0 Recent California Transit Trends and Challenges

Public transit in the U.S. and California is at an inflection point. Overall transit ridership and transit reliability has declined, while increasing traffic congestion has reduced transit operating speeds. At the same time, California has also experienced a noted decline in the perception of transit security. These challenges are not just a California issue, but affect systems throughout the U.S.

Task Force members discussed how urban transit operators face different challenges than suburban and rural operators. However, they also indicated that across the board, the cost to operate transit has risen faster than inflation, causing some California transit agencies to face immediate funding challenges in a post-COVID revenue environment. California also has ambitious climate goals, requiring a reduction of vehicle miles traveled (VMT) by 30% below 2019 levels by 2045.³ These goals will require a robust, complete, and connected transit network, per the California Air Resources Board (CARB) scoping plan. A transformed transit system is needed to meet California's safety, equity, climate, and economic goals.

Public transit created the original cities and streetcar suburbs of California. In the 21st century, as transit faces increasing competition from new technologies including autonomous vehicles and app-based ride hailing services, public transit can once again be the mode of choice. Research has shown that fast, frequent, and reliable transit service increases transit ridership and mode share at a rate exceeding the rate of investment, while infrequent, slow networks have declining or stagnant ridership.

Task Force members noted that some of the recent California transit trends and challenges include:

- **Local and State governments hinder progress on delivering effective transit.** These include outdated regulations, the absence of transit-first policies, and the fact that transit operators have limited to no control of

³ California Air Resources Board, "2022 Scoping Plan Appendix E Sustainable and Equitable Communities," *Policy Framework to Advance Sustainable Communities*, November 2022, 4, <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-e-sustainable-and-equitable-communities.pdf>.

the underlying roadways and right-of-way on which they operate. The mandated transition to zero-emission vehicles poses additional operational and financial challenges for agencies. Within the context of the Transportation Development Act (TDA), Task Force members indicated that agencies have struggled to meet farebox recovery and State Transit Assistance (STA) efficiency requirements under current State law. Since full usage of transit funding for both operating and capital is tied to meeting these requirements, agencies may be disincentivized to provide service at times or in areas that are more costly, which ultimately reduces accessibility for transit-dependent riders. Transit agencies lack (in almost all circumstances) control over infrastructure and are instead reliant on processes that may or may not be aligned with serving riders and California's goals. Thankfully, in recent years, significant headway has been made on these issues, but Task Force members indicated that more action is desired. Additionally, Task Force members indicated that budget and funding challenges have presented significant challenges in the context of variable federal, state, and local investments into transit over the years.

- **Administrative, regulatory and policy barriers increase project costs and construction timelines**, hindering transit projects and service delivery. This has made capital projects costlier with negative outcomes on the transit services they enable. In the past, a number of State and local statutes, administrative requirements, and policy decisions (e.g., CEQA, permitting processes, project betterments and mitigations, and land use or housing policies) have impeded transit project and service delivery by inflating project budgets, prolonging delivery schedules, and reducing overall effectiveness. However, in recent years transit agencies, advocates, and California pursued and secured legislation to break through these barriers, demonstrating a shared commitment to reform. Recent legislation has helped speed up project delivery by exempting sustainable transportation projects from CEQA review, increased transit speed and reliability by empowering transit operators to use bus-mounted cameras to keep bus lanes and stops clear, and required Caltrans to set measurable goals for adding complete streets and transit priority facilities on State highways.⁴ Together, these bills remove procedural barriers, enforce transit priority,

⁴ These include the CEQA Exemption for Sustainable Transit Projects (S.B. 288, 2020 and S.B. 922, 2022), the Video Imaging of Parking Violations Bill (A.B. 917, 2021), and the Complete Streets Bill (S.B. 960, 2024).

and embed walking, biking, and transit into State infrastructure, making California's transit system faster, safer, and more attractive for riders. However, more action is needed, and this report lays out a roadmap for additional reform.

- **Transit ridership has been declining over time**, and this decline accelerated during the COVID-19 pandemic. Transit ridership in California had already started to decline in the 2010s when ridership fell by approximately 11% from 2010 to 2019.⁵ There are many drivers of transit ridership decline. Recent research from UC ITS⁶ demonstrates that the drivers include sprawl due to housing costs, the availability of drivers' licenses for undocumented people, and the emergence of TNCs. Other key drivers include transit speed, as bus speeds declined 7% from 2002 to 2019 in California,⁷ as well as a subprime auto loan market that made it easier for Californians to afford cars. California transit ridership reached its low in April 2020 during the pandemic, with bus boardings down by 73% and rail boardings down by 84% compared with the previous year.⁸ This required transit agencies to rethink routes and frequencies and shift policies to meet demand in a post-COVID environment, often determining how to most efficiently allocate service. While ridership has improved following the pandemic, the number of unlinked passenger trips in 2024 was still approximately ~23% lower than 2019 (or pre-COVID) levels, and ~35% below the 2008 peak levels. However, this recovery is uneven, with high performing transit, such as the Van Ness Bus Rapid Transit (BRT), increasing ridership to 130% of pre-pandemic levels on the route.⁹ In short, stronger services result in stronger ridership outcomes.
- **COVID-19 changed the way in which riders use transit.** Before the pandemic, transit services typically followed a traditional commuting

⁵ During this same time period, passenger miles traveled on transit were still increasing in many regions and Statewide, as longer trips were made by the smaller number of riders.

⁶ Brian Taylor, et.al., "Transit Blues in the Golden State: Analyzing Recent California Ridership Trends," *UCLA: Institute of Transportation Studies* (June 2020), xv-xvi, <https://escholarship.org/uc/item/32j5j0hb>.

⁷ U.S. Department of Transportation, "TS2.1 - Service Data and Operating Expenses Time Series by Mode," *National Transit Database*, Accessed June 1, 2024, <https://www.transit.dot.gov/ntd/data-product/ts21-service-data-and-operating-expenses-time-series-mode-2>.

⁸ Brian Taylor, et.al., "Transit Blues in the Golden State: Analyzing Recent California Ridership Trends," *UCLA: Institute of Transportation Studies* (June 2020), ix, <https://escholarship.org/uc/item/32j5j0hb>.

⁹ California State Transportation Agency, "Transit Transformation Task Force Meeting #4 (San Francisco): June 17, 2024 Meeting Presentation," Accessed October 16, 2025, https://calsta.ca.gov/-/media/calsta-media/documents/calsta_ttf4_final_06-17-2024-a11y.pdf. Original data provided by San Francisco Municipal Transportation Authority.

pattern—services were designed for riders coming into a central business district in the morning and leaving in the evening during the workweek. However, after the pandemic travel patterns became less predictable, with more riders traveling during the day to different locations for a variety of reasons. This increase in “anywhere-to-anywhere, all-day travel” represented a departure from the traditional commuter pattern. However, serving these trips is key to making transit work for all, as the historical Central Business District (CBD) oriented systems failed to meet the needs of many Californians.

- **Transit fleet reliability has declined.** Despite transit agencies spending more on operating expenses, transit vehicle reliability generally deteriorated, falling by about 18% across all modes from 2013-2023.¹⁰ While some transit agencies have improved reliability by adopting newer fleets and preventative maintenance practices, others have faced unexpected operational challenges that have led to less reliable service.¹¹ Additionally, early rollout of zero-emission vehicle (ZEV) buses caused operational and reliability challenges for those agencies, as new battery-electric and hydrogen vehicles have been significantly less reliable than diesel or compressed natural gas (CNG) fleets. For instance, the replacement schedule to transition to ZEV fleets has been delayed due to the inability of manufacturers to keep pace with demand. As a result, some transit agencies must operate older buses that are not as reliable as new buses, while others have ZEV fleets that have been out of service for months at a time.

¹⁰ Analysis is based on the [National Transit Database's](#) annual Breakdowns data reports on vehicle mechanical failures (e.g., “2023 Breakdowns,” “2022 Breakdowns,” etc.) Data was manually aggregated from these Breakdown data reports for the years 2023-2015. For the years 2013 and 2014, annual NTD Breakdown data reports were not available, so the failure rate and total mileage was calculated by merging 2013 Table 16: Revenue Vehicle Maintenance Performance Directly Operated Service (<https://www.transit.dot.gov/ntd/data-product/2013-table-16-revenue-vehicle-maintenance-performance-directly-operated-service>) with 2014 Table 16: Revenue Vehicle Maintenance Performance Directly Operated Service (<https://www.transit.dot.gov/ntd/data-product/2014-table-16-revenue-vehicle-maintenance-performance-directly-operated-service>), and merging 2013 Table 19: Transit Operating Statistics Service Supplied and Consumed (<https://www.transit.dot.gov/ntd/data-product/2013-table-19-transit-operating-statistics-service-supplied-and-consumed>) with 2014 Table 19: Transit Operating Statistics: Service Supplied and Consumed (<https://www.transit.dot.gov/ntd/data-product/2014-table-19-transit-operating-statistics-service-supplied-and-consumed>).

¹¹ Jeremy Epstein et.al., “Changing Transit Ridership and Service During the COVID-19 Pandemic,” *University of California Institute of Transportation Studies* (October 2022):1-4, <https://doi.org/10.17610/T6FC7J>.

- **Safety is a growing concern.** The number of assaults on California public transit doubled between 2013 and 2023.¹² To address this, agencies such as BART and LA Metro increased police and community support officers on their systems, which has begun to reverse the trend. Agencies reported challenges in managing homelessness on their system, and operators have begun to dedicate resources to outreach teams, support services, and more to directly address homelessness on system. While the optics around safety present challenges in attracting riders, transit remains the safest way to travel on a per mile basis.
- **Costs have increased, contributing to near-term funding challenges along with variability in funding streams.** Transit agencies in California are facing increasing financial pressures as costs rise faster than inflation. Over the past decade, operating expenses grew approximately 13-18% above inflation, and capital costs increased about 2-6% above inflation.¹³ A significant portion of transit agencies' budgets is devoted to insurance and fuel, costs that are largely outside the control of the agencies. In comparison, transit agencies' revenues grew by about 18% for this same time period.¹⁴
- **Some transit agencies are facing a near-term funding shortfall.**¹⁵ Agencies that relied heavily on passenger fares pre-COVID, such as BART, Metrolink, and Caltrain, face fiscal shortfalls due to decreased ridership and increased operating costs. Additionally, agencies like the San Francisco Municipal Transportation Agency (SFMTA) lost revenue from other sources such as parking fees, which dropped about 30% during the pandemic

¹² Jeremy Epstein et.al., "Changing Transit Ridership and Service During the COVID-19 Pandemic," *University of California Institute of Transportation Studies* (October 2022):1-4, <https://doi.org/10.17610/T6FC7J>.

¹³ National Transit Database data on operating expenditures and capital costs. The range reflects two different methods for the inflation adjustment to go from nominal to real prices. The first method uses the GDP Implicit Price Deflator from the Federal Reserve Bank in St. Louis (FRED) database that is a broad-based measure of inflation across the economy (<https://fred.stlouisfed.org/series/GDPDEF>). The second method uses the Employment Cost Index from the Bureau of Labor Statistics given the largest cost base at transit agencies is salaries (<https://www.bls.gov/eci/>). Operating expenses have been normalized by inflation but have not been normalized by changes in VRH/VRM, as the intent of the analysis is to demonstrate growth of total costs (not efficiency measures). Capital expenses have been normalized for inflation and includes all capital expenses (existing and growth) as catalogued in the NTD.

¹⁴ Growth in funding from 2013 to 2023 based on raw data from: U.S. Department of Transportation, "TS1.1 Total Funding Time Series," *National Transit Database*, Accessed January 27, 2025, <https://www.transit.dot.gov/ntd/data-product/ts11-total-funding-time-series-2>

¹⁵ California Transit Association, "Transit Funding Crisis," March 24, 2023, <https://caltransit.org/News/News-Announcements/Newsroom/transit-funding-crisis>

and are still below pre-pandemic levels.¹⁶ Temporary federal relief funds, such as those from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations (CCRSA) Act, helped mitigate these shortfalls but are now either depleted or nearing exhaustion.¹⁷ Additionally, California made a \$5.1 billion dollar investment in transit through SB125 (Chapter 52, Statutes of 2023) that could be used for either operating or capital costs, as well as an additional \$3.63 billion of general fund monies (AB 180, Chapters 21, 69 and 240 of the Statutes of 2021) for high-priority rail and transit capital projects statewide.

- **Looking ahead, broader transit funding may face further risks due to shifting economic trends.** The rise in zero-emission vehicle sales and greater fuel efficiency is expected to reduce fuel tax revenues, which support the State Transit Assistance (STA) program. According to the Legislative Analyst’s Office, STA funding could decline by approximately \$300 million—about one-third of total funding—by 2035.¹⁸ Other funding sources, such as sales tax revenues and diesel sales and use tax, are subject to economic fluctuations, making future revenue streams uncertain. This uncertainty makes it hard for transit agencies to plan for growth and build a robust, reliable system.
- **When transit agencies experience revenue losses, they may resort to service cuts to maintain financial stability.** This can trigger an operational spiral in which reduced service discourages ridership, further eroding revenue, and necessitating additional cuts. Moreover, capital projects such as fleet upgrades, maintenance, and infrastructure improvements will be delayed or downsized, further discouraging ridership. Task Force

¹⁶ San Francisco Public Works, “South of Market Citizen’s Advisory Committee,” *San Francisco Planning Department*, September 14, 2021, https://sfplanning.org/sites/default/files/documents/cac/SOMACAC_Presentation01-091421.pdf; and San Francisco Municipal Transportation Agency, “Parking Optimization” Presentation, March 18, 2025, <https://www.sfmta.com/media/41904/download?inline=>

¹⁷ Michael Pimentel, “California transit agencies need more state support,” *Capital Weekly*, February 2, 2023, <https://capitolweekly.net/california-transit-agencies-need-more-state-support/>

¹⁸ Gabriel Petek, “Assessing California’s Climate Policies – Implications for State Transit Funding and Programs,” *Legislative Analyst’s Office*, December 2023, 16., <https://lao.ca.gov/reports/2023/4821/ZEV-Impacts-on-Transportation-121323.pdf>.

members noted that this can create a downward spiral for ridership and revenues.

- **The mandated transition to zero-emission buses (ZEBs) may result in higher costs for transit agencies.** Under CARB's Innovative Clean Transit (ICT) regulation, all California public transit agencies must shift their bus fleets to ZEBs in phases, with a requirement to achieve 100% fully ZEB transit fleets by 2040. California has made significant investments and programs available to the agencies to support the ZEV transition, including CARB's Clean Truck and Bus Vouchers (HVIP) program, technical assistance, and more. The costs associated with the ZEB transition have strained transit agencies' ability to maintain reliable service while meeting the regulatory requirements. Agencies face higher costs not only for vehicle procurement, but also for charging and fueling infrastructure, maintenance facility expansion and modernization, and workforce retraining. ZEB procurement and maintenance have proven especially challenging for transit agencies. Due to the still-developing nature of the ZEB market, manufacturer-level challenges, and supply-chain constraints, initial purchase costs increased. Challenges with obtaining timely repairs and maintenance often leave vehicles inoperable for lengths of time. Without coordinated investment and comprehensive planning, agencies risk falling behind on zero-emission goals while shouldering significant financial and operational pressures.

2.1 Transformational services and outcomes

This report lays out a pathway that would lead to an increase in transit ridership, ideally in line with California's climate goals. This shift would not only reduce VMT and emissions, but also redefine the way people move, live, and experience their communities statewide.

To achieve this, public transit must become a viable and competitive alternative to driving, especially in urban areas. This means reducing travel times so that a transit trip is fast, frequent, and reliable while providing competitive travel to alternatives. Just as critically, the user experience must be elevated, making transit comfortable, safe, clean, reliable, and seamless for riders. In less urban areas, preserving access to the network and broader destinations are a critical lifeline for communities and should be preserved and strengthened.

Developing housing and mixed-use spaces near high-quality transit must be accelerated to meet California's goal of 1.4 to 2.4 million transit-supportive homes across statewide.¹⁹ By aligning land use policies with transit, California could make a decisive impact on its housing crisis—creating vibrant, walkable communities where people can live affordably and access opportunities without depending on a car. Additionally, without supportive transit, additional density leads to additional congestion, risking the viability of cities across California.

Financially, a thriving transit system must be operationally sustainable. This requires increased, predictable, and flexible funding streams, greater cost efficiency in capital and operational spending, and diversified revenue sources—including fares, real estate assets, toll revenues, and innovative funding mechanisms.

2.2 Accelerating progress on CalSTA's Core Four Priorities

Public transit will be the backbone of future mobility options in California. By addressing its transit challenges, increasing transit ridership, and improving the overall transit experience, California will also be supporting [CalSTA's "Core Four" priorities](#).

- **Safety:** On average, 12 people are killed every day on California roads, and traffic deaths are at a 16-year high.²⁰ Transit offers a safe alternative to driving, boasting lower crash rates than vehicle travel and lower crime rates than vehicle crimes.²¹ A robust public transit network will support California's effort to provide safe mobility options and reduce traffic fatalities and serious injuries to zero.
- **Equity:** CalSTA aims to create an equitable and accessible transportation network for all Californians. Today, over half of California's public transit riders are low-income and non-white. According to 2021 U.S. Census data, almost 60% of California residents who commute via public transit have a

¹⁹ Joe Distefano et.al., "Can commercial corridors solve California's housing crisis?", *Urban Footprint*, August 3, 2022, <https://urbanfootprint.com/blog/policy/ab2011-analysis/>.

²⁰ California State Transportation Agency, "CalSTA 2024-2026 Strategic Plan," April 2024, 8. https://calsta.ca.gov/-/media/calsta-media/documents/2024-2026_calsta_strategic_plan-v10-all.pdf.

²¹ Todd Litman, "Safer than You Think!: Revisiting the Transit Safety Narrative," *Victoria Transport Policy Institute*, September 18, 2025, 26., <https://www.vtpi.org/safer.pdf>.

household income below \$35,000.²² In San Francisco, 57% of Muni riders are people of color and 70% of riders earn less than \$50,000 a year.²³ Additionally, many Californians cannot drive due to their age, abilities, or other factors. According to 2023 statistics, approximately 30% of Californians (including children) do not have a driver's license.²⁴ A robust public transit network supports California's commitment to transportation equity.

- Climate Action:** Nearly 50% of all greenhouse gas (GHG) emissions in California come from the transportation sector, and this demands action for a cleaner California. As part of California's plan to reach its carbon neutrality by 2045, CARB targets a reduction in VMT of approximately 30% by 2045.²⁵ California remains committed to climate action, despite challenges posed by the federal government's recent revocation of CARB waivers for advanced clean trucks (ACT) and advance clean fleets (ACF).
- Economic Prosperity:** Transportation policy done right creates well-paying jobs, provides affordable options, and powers California's economy. According to the American Public Transportation Association (APTA), transit investments have a 5:1 economic return. These benefits arise through a few different channels including direct time and cost savings from users, concentration of economic and recreational hubs around transit, and stimulus from capital investment.²⁶

In addition to supporting these Core Four priorities, transforming transit is also aligned with California's housing and land use goals. California has a goal of building 2.5 million new homes by 2030, with no less than one million units for

²² Laura Tolkoff, et. al., "How California Can Help Transit Survive — and Thrive," *SPUR*, March 17, 2023, <https://www.spur.org/news/2023-03-17/how-california-can-help-transit-survive-and-thrive#:~:text=According%20to%202021%20U.S.%20Census,do%20not%20own%20a%20car.>

²³ Jeffrey Tumin, "Press Statement – Muni's Impending Fiscal Cliff," *San Francisco Municipal Transit Authority*, May 26, 2023, <https://www.sfmta.com/press-releases/press-statement-munis-impending-fiscal-cliff>.

²⁴ U.S. Department of Transportation Federal Highway Administration, "Office of Highway Policy Information - Statistics Series 2023," Accessed June 2023,

<https://www.fhwa.dot.gov/policyinformation/statistics/2023/dl201.cfm>. This is percentage may in fact be higher, because not all people who have licenses can afford to drive or have access to a vehicle at a given time.

²⁵ California Air Resource Board, "2022 Scoping Plan for Achieving Carbon Neutrality," December 2022, 175 <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>.

²⁶ American Public Transportation Associate, "Economic Impact of Public Transportation Investment: 2020 Update," April 2020, 1-7, <https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf>.

lower-income households.²⁷ Access to high-quality transit is needed to support higher density land-use both around where people live and their destinations. In turn, higher-density land-use also supports future growth in ridership, which becomes the virtuous cycle we need to transform transit.

²⁷ California Department of Housing and Community Development, "A Home for Every Californian: 2022 Statewide Housing Plan," March 2022, <https://storymaps.arcgis.com/stories/94729ab1648d43b1811c1698a748c136>.

3.0 Guiding Principles to Transform Transit in California

TTF members' guiding principles identify how an increase in ridership and user experience could be achieved.

- **Principle: Transit should be operationally and financially sustainable**

Achieving a more efficient and fiscally sustainable transit system is essential to delivering reliable, high-quality service now and into the future. To support long-term sustainability, California and its transit agencies can take a multi-faceted approach that increases short-term funding flexibility, improves cost efficiency, and maximizes revenue opportunities by strategically leveraging existing assets while pursuing additional funding sources and revenues.

Operational improvements such as strengthening workforce opportunities, optimizing fleet and asset management, and modifying the implementation of Innovative Clean Transit (ICT) requirements will be critical to maintaining service levels and meeting evolving demands. By prioritizing financial resilience, transit systems can continue to serve communities effectively and equitably for years to come.

- **Principle: Safety is fundamental**

Safety and cleanliness are essential for a well-functioning public transit network, directly impacting both riders and operators. In California, some transit systems face significant challenges, including assaults on workers and passengers, other crimes, inadequate security presence, poor lighting, and issues related to mental health and homelessness. If riders do not feel safe, other aspects of transit service become irrelevant, making security and cleanliness top priorities. A safe and clean transit environment fosters trust, encourages ridership, and promotes equitable access. Key strategies to enhance safety include strengthening physical security, increasing coordination between transit agencies and social services, standardizing safety policies statewide, and securing dedicated funding for long-term improvements. By addressing these challenges holistically, transit systems can create a more secure and welcoming experience for all.

- **Principle: Provide fast, reliable, connected, and convenient transit services.**

Providing fast, reliable, connected, and convenient public transit services is essential to making transit a competitive, preferred alternative to car travel. Making public transit faster, more frequent, and more reliable would

persuade more Californians to choose transit over car travel while also delivering direct benefits to existing riders and indirect benefits to drivers by reducing congestion.

Improving transit speed, frequency, and reliability requires a multi-pronged approach. Implementing transit prioritization strategies, such as dedicated bus lanes and traffic signal priority, can significantly reduce delays, increase ridership, and improve operational efficiency. In addition, improving transit scheduling, mapping, and wayfinding can help reduce transfer times and improve inter-regional travel. Lastly, improving first- and last-mile access to transit (by reducing the time it takes for riders to get to and from stations) can also reduce total travel times.

- **Principle: Provide transit that is accessible and easy to use for all**

An equitable transit system must be designed to serve everyone—regardless of age, ability, language, or familiarity with transit. Yet for too many Californians, transit remains physically inaccessible, operationally inflexible, or simply too confusing to use. Paratransit and dial-a-ride services, while mandated as critical complements to fixed-route transit, are often costly, difficult to navigate, and limited in availability, creating barriers for seniors and people with disabilities. At the same time, the broader transit network can be unintuitive for riders, with complex wayfinding, inconsistent signage, and confusing booking systems. Improving accessibility and ease of use requires both targeted and network-wide changes. Enhancing coordination across paratransit providers, modernizing booking and dispatch systems, and integrating accessible planning into broader transit investments will expand access while controlling costs. Improving transit accessibility also requires enhancing the passenger boarding and alighting process, such as designating no-parking zones to facilitate bus maneuvering and upgrading bicycle and pedestrian facilities to ensure safe connections to transit. At the system level, ensuring intuitive wayfinding, multilingual information, and simplified fare and service structures will create a more seamless and welcoming rider experience. Ultimately, designing for accessibility and ease of use supports not only those who need it most, but improves transit for everyone—making it a more viable, dependable, and inclusive option across California.

- **Principle: Develop high quality public transit systems to support complete communities**

Transit and land use in California are deeply linked, with higher-density areas generating greater ridership, fueling economic growth, and supporting more destinations near transit. This reciprocal relationship goes both ways: building high-quality transit supports complete communities, and building complete communities supports high-quality transit. Increasing the density of housing, jobs, and services near high-quality transit would make public transportation more accessible, convenient, and successful. In California, population and job density around major transit hubs remains below levels that correspond to higher ridership systems elsewhere, limiting transit's effectiveness and increasing costs.

Significant progress has been made in recent years—and further strengthened through newly-enacted legislation, most notably SB 79 (Wiener, Chapter 512, Statutes of 2025)—which expands opportunities for multifamily, transit-oriented development near major transit stations across California. The law streamlines housing development within designated areas surrounding qualifying transit stations, generally allowing building heights from four to nine stories. Overall density is determined by both proximity to the station—with higher densities permitted closer to the stop—and the type of transit service, with Tier 1 heavy rail stations allowing greater density than Tier 2 light rail stations. Together with local transit-oriented development (TOD) policies already in place, these measures can foster vibrant, connected communities with built-in ridership bases that strengthen the effectiveness and fiscal sustainability of transit systems. By encouraging housing and mixed-use development near stations, the law helps maximize the value of existing transit investments, improve access, reduce travel costs, and enhance quality of life for Californians. Additionally, strengthening partnerships with developers and improving planning processes can help create walkable, transit-oriented communities that reduce car dependence and deliver significant economic and environmental benefits. Beyond enhancing accessibility and livability, TOD offers meaningful financial opportunities. Both international and domestic examples—such as the Mass Transit Railway Corporation in Hong Kong, the Paris Transport Authority (RATP) in Paris, and the Hudson Yards redevelopment in New York City—demonstrate how strategic real estate and joint development can generate substantial long-term revenue to support transit operations. Expanding similar

models in California could improve the fiscal sustainability of transit systems while advancing broader economic, environmental, and equity goals.

4.0 Principles, Strategies, and Recommendations

Throughout this report, the principles, strategies, and recommendations are presented as initial or guiding concepts rather than specific statutory or budgetary proposals. These recommendations would need substantial refinement, and it is the intent of CalSTA that this report serves as a starting point for long-term considerations of transit transformation.

Principle: Transit should be operationally and financially sustainable

Overview: Funding Transit Transformation

As discussed in Sections 1.0 and 2.0 of this report, California's transit agencies face mounting fiscal pressures. Decreases in ridership and corresponding fare revenues, coupled with expensive capital projects (with costs rising faster than inflation), resulted in fiscal difficulty for some systems. Agencies risk cutting service to balance operating and capital budgets, a move that would undermine ridership, reliability, and public confidence, and lead to further budget, service, and ridership reductions. Costs are rising due to several factors outside of typical transit agency control, including broader inflation, lack of control of underlying infrastructure, and land-use patterns. Looking ahead, broader transit funding also faces challenges tied to shifting economic conditions and the transition to zero-emission vehicles, underscoring the urgency of finding solutions that stabilize operations, both now and in the future. Achieving financial sustainability is essential not only to maintain service but also to ensure that transit remains a cornerstone of California's mobility, equity, climate, and economic goals.

However, finding a sustainable path forward will require a multifaceted approach. Transit agencies seek increased, flexible, and dedicated operating funds; greater efficiency in both capital and operational spending; and new, diversified revenue streams—from fares and real estate development to toll revenues and innovative funding mechanisms—to ensure transit transformation. Task Force members emphasized that shifting existing dollars alone will not solve the crisis, and that new, dedicated funding for operations is particularly critical. Task Force members noted that long-term sustainability will depend on empowering agencies to reduce costs and capture and create value from their existing assets, or from those developed in partnership with others—changes

that may require future statutory changes to achieve. While some agencies face a near-term fiscal cliff, longer-term reforms and broader systemic changes are required to ensure transit can not only survive but thrive to help California meet its long-term policy goals. (For a more detailed analysis of transit funding, see Appendix A of this report.)

Over the course of its meetings, the Task Force discussed the need to identify new revenue sources for transit. Three main methods to increase agency revenue emerged:

- **Reprogram Existing Revenue:** There are numerous existing revenue sources (at the local/regional, State, and federal level) that could potentially be reprogrammed or flexed to transit. Additionally, current revenues programmed for or dedicated to capital expenses could be swapped to operating expenses in some cases (however, not without tradeoffs and/or statutory changes).
- **Generate New Value:** While some transit agencies currently pursue joint development and other revenue-generating activities, additional authority could be granted to further the ability to capture the value created by transit service—such as through the strategic use of air rights, tax-increment financing, and long-term development partnerships. Additionally, savings derived from more efficient operations (for example, through bus-only lanes that increase speed or signal priority) can support higher ridership and more cost-effective service. Aligning such policies to ensure that such efficiencies translate into reinvestment in transit operations would further enhance long-term financial sustainability.
- **Raise New Revenue:** New public revenue approaches could be considered—such as optimizing existing public revenue sources or, if warranted, considering new mechanisms within the broader context of current revenue structures and overall fiscal conditions.

The remainder of this Overview discusses these three options in greater detail.

- [Reprogram Existing Revenues](#)

One option to increase transit funding is to reprogram existing revenues at the local, regional, or State level. During TTF Meeting #4, Task Force members discussed potentially reprogramming funds from capital expenses to operations. Some Task Force members supported this idea, with others noting that reprogramming funds from capital expenses to operating

expenses could jeopardize long-term service sustainability. However, reprogramming could provide a short-term approach for increasing transit agency funding available to support service.

Additionally, there are several Federal and State infrastructure funds that today are largely used for roads that could also be eligible for transit. The largest of these funds include the Federal Surface Transportation Block Grants (STBG) and the Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ). However, for every dollar flexed to transit, a corresponding dollar must be removed from funding other transportation programs, creating difficult tradeoffs that must be assessed and weighed before these concepts are further developed. To help deal with the near-term transit fiscal cliff, the Metropolitan Transportation Commission (MTC) chose to flex \$101 million of locally allocated STBG/CMAQ funds to FTA for programming to Bay Area transit operators for preventative maintenance in federal fiscal years (FY) 2024-25 and 2025-26.

Exhibit 1 depicts information on California's largest transit government funding sources, including the entity (federal, regional, or State) empowered to make decisions regarding the funding.

Exhibit 1: Largest California Transit Government Funding Sources in 2023

■ Local funding
 ■ Federal funding
 ■ State funding

Type	Funding source	Amount of funding, \$B	Primary source of funds	Funding decision-making entity	Enabling mechanism
Federal	5309 - FTA Capital Program Funds	1.6	Federal Highway Trust Fund	Federal	Infrastructure Investment and Jobs Act (IIJA)
Local	Local tax measures in addition to the Local Transportation Fund	1.5	Sales tax	Regions	Various
State	Local Transportation Fund (LTF)	1.2	Sales tax	Regions	TDA
Federal	5307+5340 - Urbanized Area Formula Program	1.2	Federal Highway Trust Fund	Regions	IIJA
State	State Transit Assistance + State of Good Repair	1.1	Diesel tax and transportation improvement fee	Regions	TDA (STA), SB1 (SOGR)
Local	Taxes raised directly by transit agencies	0.8	Sales taxes, highway tolls, vehicle licensing fees	Regions	Agency-specific legislation
State	Transit and Intercity Rail Capital Program (TIRCP)	0.7	Vehicle Registration Fees, Cap-and-invest proceeds	California State	GGRF, Senate Bill 1
Federal	5337 - State of Good Repair Grants (SOGR)	0.6	Federal Highway Trust Fund	Regions	IIJA
Local	Local funds from bridges, tunnels, tolls	0.3	Bridge and tunnel tolls	Regions	Region-specific legislation
State	Affordable Housing and Sustainable Communities Program (e.g., Transit-Oriented Development)	0.2	Cap-and-invest proceeds	California State	GGRF

During Task Force meetings, some members advocated for transit agencies' "ability to compete for State homelessness and public safety funding"—

sources that transit has not traditionally been allowed to access. Some recommendations address this topic. Other members suggested exploring “formal agreements between health plans and transit agencies to redirect Medi-Cal managed care funds,” which are currently used for private transportation services, to instead support public transit.

- Generate New Value

Expanding the ability of California's transit agencies to capture the value created by transit-oriented development and economic activity is an important strategy for long-term financial sustainability. While many agencies already engage in limited joint development or related efforts, these tools remain modest compared with international models (e.g., Paris, Hong Kong) and domestic examples such as New York City's Hudson Yards, where transit investments are directly linked to development-driven revenue that supports ongoing service and system growth.

The Task Force identified opportunities to build on existing practices by enabling agencies to more fully leverage their assets and station areas. Strategies such as development on agency-owned land, expanded tax-increment financing tools, station-area commercial and retail uses, air-rights development, and aligning revenue from managed lanes or congestion pricing with transit can generate recurring revenue, diversify funding, and reduce reliance on traditional public sources. These approaches also stimulate housing, commercial, and mixed-use development, attract private investment, create jobs, and position transit as a long-term economic catalyst.

Better coordination between transit agencies and infrastructure owners—particularly to implement transit-priority projects—can further increase efficiency, ridership, and system value. While revenues may grow gradually, expanding and modernizing value-generation tools over time can significantly strengthen the fiscal resilience of California's transit systems while supporting housing, climate, economic, and equity goals.

Transit agencies operating in larger metropolitan areas, with significant station footprints and development potential, may be especially well-positioned to expand revenue generated directly from their assets and surrounding land uses. While these revenue streams typically start modestly, scaling value-capture strategies and development authority over time could contribute to a more stable foundation for long-term financial health.

- Raise New Revenue

Another method to generate additional revenue for transit agencies is to adjust existing public revenue sources or consider establishing new ones. During Task Force Meetings #8 and #10, the Task Force discussed taxes that are current sources of transit funding, including sales tax, fuel tax, and cap-and-invest, and the longer-term implications for the revenue generated by those sources. There are significant challenges with raising new revenues, as evidenced by Task Force discussions and challenges in finding alignment during Task Force meetings. Other new revenue sources mentioned by Task Force members include road user charges and congestion pricing. During Task Force meetings, members suggested and supported several potential funding concepts for consideration, such as:

- Implement new State funding mechanisms to stabilize transit agencies in the near-term, increase and enhance transit service in the mid-term, and deliver transit service that aligns with the goals of the report over the long-term.
- Implement new State funding mechanisms for transit capital projects that increase, enhance, and maintain transit service and deliver transit service that aligns with the goals of this report and other State mandates.
- Consider funding alternatives to replace fuel taxes, including allowing transit operations and capital as eligible expenses (among other expenses) for funds raised from both passenger and commercial vehicles.
- Evaluate means to allow maximum flexibility to transit agencies when expending State transportation funds (e.g., Article 19).

While there are a wide range of potential revenue sources, they all come with potential limitations and trade-offs. Considerations of revenue approaches should be grounded in long-term fiscal sustainability and affordability, sequenced in a way that first prioritizes operational efficiencies and maximizes revenue from existing assets before evaluating additional public revenue options. Such considerations would also need to reflect existing operational needs and current public revenue sources that sustain transit systems, as well as the broader economic conditions of individual systems and the communities and regions that support them.

Topic Area: New Options for Revenue Sources (1.f.6)

In the long term, transit funding can be increased and diversified by reshaping existing resources and creating new revenue opportunities.

Key strategies and recommendations related to new options for revenue sources are listed below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 1: Reprogram and re-focus existing revenues.

Recommendations

- ▶ 1.A. Identify opportunities to support regions that reprogram Federal Highway Administration formula funds for transit uses as allowable by law.

Strategy 2: Support local communities in raising revenues.

Recommendations

- ▶ 2.A. Consider additional flexibility for transit agencies, regions, or voters to place measures on the ballot by allowing transit agencies and regions to have authority to place measures on the ballot for portions of their service areas or entire service area, similar to how cities can place taxes on the ballot without enabling legislation.

Strategy 3: Generate new revenue through value-capture.

Recommendations

- ▶ 3.A. Give transit and other government agencies the ability to sell air rights or other development incentives to create development opportunities above and near transit stations and facilities to generate additional revenue via sale and/or investment. This has been partially achieved by recent legislation, including SB 79, but could be formalized and expanded.
- ▶ 3.B. Explore opportunities to allocate revenue from managed lanes and other forms of pricing in California's most congested regions to fund transit service, giving travelers reliable alternatives to driving alone.
- ▶ 3.C. Update increment financing tools to make it easier for transit agencies to capture value and establish districts, with a specific focus on removing the number of bodies and approvals needed to create a tax increment financing (TIF) district.

Topic Area: Reforming the Transportation Development Act (1.f.4)

The Transportation Development Act was established in the 1970s during the transition from private to publicly operated transit systems to ensure a stable and continuous funding source to develop, maintain, and operate public transit. The TDA consists of two primary funds: the Local Transportation Fund (LTF) and State Transit Assistance (STA), each with specific qualifying requirements.

The TDA uses outdated performance metrics such as the farebox recovery ratio (FRR) and operating cost per hour requirements for both LTF and STA funding. Task Force members indicated that these metrics discourage service expansion and innovation, and that alternative performance measures would more accurately assess transit service effectiveness. For example, a UCLA Institute of Transportation Studies report cited several alternative performance goals, including maximizing cost efficiency, increasing service, increasing accessibility, increasing access to destinations, improving reliability, and maximizing ridership.²⁸ The Task Force identified the development of alternative performance metrics as an area in need of more thorough investigation and legislation.

Lastly, Task Force members identified several strategies and recommendations to reform the TDA, including simplifying reporting requirements, alleviating the burden caused by existing penalty structures, improving funding predictability, and aligning incentives across funding programs. Task Force members expressed support for eliminating the unmet transit needs process altogether to require money to be spent on transit, and if there is no transit system in an area, the money could be flexibly redirected to other transit needs. While discussed, these concepts are not included in the recommendations related to TDA reform.

Key strategies and recommendations related to TDA reform are listed below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

²⁸ John Gahbauer et. al., "An Assessment of Performance Measures in the Transportation Development Act," *UCLA Institute of Transportation Studies* (August 28, 2019):1-109, <https://escholarship.org/uc/item/0dk5g542>.

Strategy 4: Improve predictability of long-term funding.

Recommendations

- ▶ 4.A. Remove farebox recovery penalty, require agencies to establish plans and use future TDA funding to address deficiencies identified in audit process if not meeting targets. Establish a working group with statutory deadlines for developing draft and final metrics and performance measures—bringing together regions, transit agencies, and state entities. Update performance measures on a recurring basis and replace the existing farebox recovery and cost-inflation penalties.

Strategy 5: Align incentives.

Recommendations

- ▶ 5.A. Use TDA working group to develop accountability mechanisms for when infrastructure owners are driving challenges for transit agencies by leveraging other sources of funds. Leverage the triennial audit process to do so.
- ▶ 5.B. Update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives.
- ▶ 5.C. Update TDA to better align with criteria in State discretionary investment programs.
- ▶ 5.D. Establish clear, peer-based performance metrics for agencies to follow. Account for sectorial issues (i.e., recessions, loss of sales tax revenue) inside the performance measures and inside TDA accountability process.

Strategy 6: Simplify reporting requirements for funding and increase transparency to the public.

Recommendations

- ▶ 6.A. Identify opportunities to provide additional technical assistance to agencies to meet reporting requirements and aim to shift reporting to use existing NTD and GTFS data.

Topic Area: Oversight and Reporting (1.f.5)

California's transit sector relies on multiple funding sources, with at least 35 different funding programs contributing to transit operations. Transit agencies in California receive 90% of government funding through formula programs, and approximately 90% of funds are primarily allocated by Regional Transportation Planning Agencies (RTPAs) and Metropolitan

Planning Organizations (MPOs) together with transit agencies.²⁹ This includes most of the formula funding (e.g. Federal 5307 Urban Area Program Funds, State Transit Assistance, Local Transportation Funds, Low Carbon Transit Operations Program) as well as revenues raised directly by transit agencies through fares, sales taxes, or property taxes. Federal funds for transportation in California are allocated by a mix of the State and regions. While this approach effectively funds regional priorities, it also creates complexities in oversight and reporting.

The numerous funding agencies results in overlapping reporting requirements for both federal and State programs. This redundancy increases administrative burdens on transit agencies, requiring significant staff time and resources while also raising the risk of reporting inconsistencies. Discretionary grant programs tend to have even more demanding administrative requirements, further complicating compliance efforts.

The TDA compounds these challenges with additional administrative requirements. As noted in the previous section, TDA funding has many of the most onerous reporting obligations, making it ripe to streamline administrative processes. Finally, Task Force members recommended “encouraging the consolidation of grant programs across State agencies to reduce duplication.” While exploring this idea is worthwhile, it is not included in this report as a formal recommendation from CalSTA, as it would require extensive discussions with other stakeholders.

Key strategies and recommendations related to transit oversight and reporting are listed below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 7: Reduce administrative burden.

Recommendations

- ▶ 7.A. Streamline grant and TDA reporting processes to a single report, determine a single California State agency to manage reporting across all

²⁹ Revenue sources compiled from raw data including: California State Controller's Office, “Revenues broken down by Transit Operator,” *Transit Operators Financial Data*, Accessed January 27, 2025, https://transit.bythenumbers.sco.ca.gov/#!/year/2024/revenue/0/entity_name and U.S. Department of Transportation, “Funding Sources,” *National Transit Database*, Accessed January 27, 2025, <https://www.transit.dot.gov/ntd/data-product/2023-funding-sources>. Programs classified based on individual program funding guidelines on allocation and governance.

programs, grants, on a unified application. Align this report to information already collected in the NTD reporting process.

- ▶ 7.B. Create a statewide, publicly accessible dashboard allowing members of the public and agencies to view the data collected and performance information for each agency.
- ▶ 7.C. Reduce the timeline for distribution of funds and allow flexibility and guarantees where possible inside each grant program.
- ▶ 7.D. Build capacity at the statewide level to manage and distribute funds effectively and within clearly defined KPIs and time limits.

Strategy 8: Simplify grants.

Recommendations

- ▶ 8.A. Consolidate, standardize, digitize, and streamline State grant applications to reduce administrative requirements and decision and distribution timeline. Allow one State grant application to be used for multiple grant programs or funding types.
- ▶ 8.B. Create and maintain a master agreement between each applicant agency and the granting agency so that repetitive terms and boilerplate for all grants are in a single document rather than executed ad hoc with each grant.
- ▶ 8.C. Organize the grant administration system around the recipient and not around the project so that grantors and recipients can see their historical grants and track their progress.
- ▶ 8.D. Create an opt-in capacity for rural and small agencies to receive assistance with grant applications, compliance, and reporting requirements, recognizing that they may lack sufficient staff to understand their eligibility, compete effectively or ensure full compliance.
- ▶ 8.E. Offer rural and small agencies technical assistance in initiating their projects so that preliminary engineering and project costs are known in advance of applying for funding.

Topic Area: Capital Construction Costs and Timelines

Transit capital construction costs in California are among the highest in the world, with U.S. rail expansion projects averaging nearly twice the global cost of \$456 million per mile.³⁰ Between 2018 and 2023, California transit agencies spent approximately \$30 billion on capital expenditures, with the

³⁰ Marron Institute, "What the data is telling us," *Transit Costs Project*, Updated May 8, 2025, <https://transitcosts.com/new-data/>

majority directed toward rail projects.³¹ While these high costs pose significant challenges, some agencies have successfully reduced expenses. For example, BART's *Fleet of the Future* project replaced 775 train cars over six years and came in 15% under budget, saving \$394 million through strategies such as in-house engineering and faster delivery timelines.

The Task Force identified reducing capital construction costs and timelines as a key strategy to deliver more efficient and higher ridership transit services faster. Strategies to support this goal include strengthening public-sector capacity for project delivery through technical guidance, training, and new procurement tools, while also addressing regulatory delays by streamlining permitting processes, expediting environmental reviews, and granting broader master permitting authority. Together, these measures can improve cost efficiency, accelerate project delivery, and enable agencies to better meet California's growing transit infrastructure needs. The Task Force highlighted that several of these recommendations would drive certainty on scope, cost, and schedule earlier in a project, but may not result in absolute declines in project costs (notably, the contracting method recommendation 9.E. below).

Key strategies and recommendations related to reducing capital construction costs and timelines are included below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 9: Reduce timelines to deliver capital projects.

Recommendations

- ▶ 9.A. Use NEPA oversight delegation authority at Caltrans or CHSRA to complete NEPA in an expedited manner.
- ▶ 9.B. Consider, in order to limit delays and change orders, requiring that stakeholders waive rights and limit design changes beyond certain phases for high priority and complex transit and rail projects, to ensure that scope does not change.
- ▶ 9.C. Consider legislation to limit timelines for permitting agencies to engage or risk waive rights to future legal objections to project if they do not engage in the earlier phases.

³¹ U.S. Department of Transportation, "TS3.1 Capital Expenditures Time Series, 2018–2023," *National Transit Database*, Accessed January 27, 2025, <https://data.transportation.gov/Public-Transit/NTD-Annual-Data-View-Capital-Expenses-by-Mode-/2667-vitc>

- ▶ 9.D. Formalize service-led planning to reduce construction costs and develop clear roles and responsibilities between State, regional agencies, transit agencies, or local jurisdictions.
- ▶ 9.E. Explore ways to allow alternative procurement methods, such as Construction Manager/ General Contractor (CMGC) or Construction Manager at Risk (CMAR), statewide, rather than just at certain agencies, per current law.
- ▶ 9.F. Consider allowing infrastructure owners (including transit agencies) to have master permitting authority for priority rail projects to reduce delays and costs. Alternatively, allow for by-right permitting of certain types of transit projects to prevent extractive permitting processes by infrastructure owners. Additionally, give transit agencies franchise rights with utilities, similar to cities, to reduce the cost of utility relocations.
- ▶ 9.G. Consider streamlining certain types of permits, while making other permits by right for high priority transit projects.
- ▶ 9.H. Establish opt-in statewide design guidelines for transit and rail projects interaction with the public right of way. Ensure that public agencies that do not use them are not penalized on the funding of their projects.

Strategy 10: Grow public-sector capacity.

Recommendations

- ▶ 10.A. Develop guidance for development of business cases and enhance benefit cost analysis, including project scope, cost, schedule, risks, and technical assistance, for various funding programs and grant applications with a goal of more robust decision making to support federal investment.
- ▶ 10.B. Procure project delivery software that can be used by transit agencies, local jurisdictions, and regional agencies.
- ▶ 10.C. Develop an inventory of standard materials costs, and lower cost of materials with volume buying.
- ▶ 10.D. Consider authorizing regional collaboratives to develop institutional expertise, available for project consultation along with a statewide center of excellence to aid with hiring. Consider possible new models for project delivery that rely on larger organizations to deliver megaprojects, such as a shared single project delivery organization per region.

Topic Area: Transit Fleet and Asset Management (1.f.1.F)

California's transit systems face mounting financial and operational challenges tied to fleet and asset management. Rising costs, driven by fixed

expenses, declining fare revenue as a percentage of costs, and higher insurance premiums, have left agencies vulnerable to further service degradation and financial instability. Additionally, there is CARB's Innovative Clean Transit regulation, which requires all fleets to be zero emissions (ZE) by 2040. While critical to meeting climate goals, the transition is financially and operationally complex, requiring agencies to absorb higher upfront vehicle costs for a greater number of vehicles (in general, more than one ZE vehicle is needed for each non-ZE vehicle replaced), expand electrical capacity, build charging and fueling infrastructure, and adapt maintenance protocols and routing strategies, all while securing the technical expertise and workforce needed to implement these changes. While this has raised costs for transit agencies, as mentioned above, California has provided significant financial and technical support to transit agencies to help execute on the transition to zero emission vehicles.

Despite these challenges, improvements in fleet and asset management offer a path to greater resilience. Modernizing transit systems can strengthen service reliability, reduce long-term operating costs, and provide cleaner, more efficient transportation. A well-planned transition to ZE fleets will significantly cut greenhouse gas emissions, improve air quality, and advance California's climate commitments. Ensuring agencies have the financial resources and operational support to manage this transition will be essential to maintaining high-quality, accessible service for communities across California.

Finally, Task Force members recommend that we should “encourage transit agencies to consider shared training programs, and for California to invest in apprenticeship programs (e.g., on vehicle maintenance).” While this is a potentially valuable topic for further exploration, further development of this concept would require additional discussion with stakeholders.

Key strategies and recommendations that support improved fleet and asset management are listed below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 11: Encourage review and discussion of ICT requirements and solutions.

- ▶ 11.A. Perform a comprehensive review of ICT requirements, potential solutions, and associated impacts focused on identifying strategies that

help transit agencies meet zero-emission fleet mandates in a financially sustainable and operationally feasible way while maintaining reliable, high-quality service. This could be carried out by a separate dedicated task force with recommendations to the administration and Legislature.

Strategy 12: Coordinate with and incentivize manufacturers to collaborate on zero-emission bus and paratransit vehicle fleet.

Recommendations

- ▶ 12.A. Collaborate on creating and purchasing standardized specifications of zero-emission buses and paratransit vehicles to allow suppliers to scale production.

Strategy 13: Streamline procurement requirements and timelines.

Recommendations

- ▶ 13.A. Allow agencies to opt-in to regional or statewide joint procurement contracts to aggregate demand, and reduce costs for buses, parts, components, energy (e.g., with utilities, hydrogen providers), and other technologies expanding upon the Department of General Services (DGS) existing fleet procurement infrastructure.
- ▶ 13.B. Authorize grantee agencies to use job order contracting authority (JOC) to streamline maintenance and reduce project costs, avoiding the need for continuous procurement for routine work.
- ▶ 13.C. Expand Master Service Agreements (MSAs) for rolling stock and transit technology purposes to be administered through DGS or California Association of Coordinated Transportation (CalACT).

Strategy 14: Encourage shared maintenance and infrastructure support.

Recommendations

- ▶ 14.A. Consider building out or facilitating the creation of shared facilities at known sites, allow legislatively for easier interagency agreements, procurements, and ownership.
- ▶ 14.B. Amend California's rules and procedures to allow for co-location of charging and fueling as an opportunity to partner with schools and Caltrans, and to charge private freight to use charging facilities.

Strategy 15: Advise State to provide opt-in technical assistance for asset management capabilities.

Recommendations

- ▶ 15.A. Develop opt-in Statewide capacities to assist transit agencies with project delivery and asset management.
- ▶ 15.B. Provide technical assistance for agencies that request it in identifying and prioritizing routes for fleet transitions that are most suitable for either electric or hydrogen buses.

Strategy 16: Procure or create software and digital tools for asset management.

Recommendations

- ▶ 16.A. Procure centralized software for asset management tools and predictive maintenance (or adding to California's Software Licensing Program) and make it available to all agencies, with their oversight and input.
- ▶ 16.B. Create life-cycle cost assessment tools under a similar, shared services model.

Topic Area: Workforce Recruitment, Retention, and Development (1.f.3)

While California's bus and rail transit systems employ approximately 33,000 people, they face persistent workforce challenges that threaten service reliability and long-term sustainability. Recruitment remains a critical issue, with national vacancy rates for bus operators and mechanics reaching 17% and 10% respectively in 2022. Retention has also worsened, as turnover in California's transit sector has risen by 40% since 2010, reaching 9% in 2022. Compounding these issues, 38% of employees in California's urban transit systems are aged 55 or older—far higher than the 24% average across other sectors—underscoring the urgency of developing the next generation of transit workers. Barriers such as complex certification processes, unaffordable housing near jobs, and fragmented workforce development efforts further strain recruitment and retention, highlighting the need for coordinated strategies and stronger partnerships.

Task Force members emphasized that meeting these challenges will require innovative solutions, increased funding, and collaboration with labor and educational institutions. Promising models already exist in California and across the country: Golden Gate Transit provides pre-application support

English classes to ease entry barriers;³² the Central Ohio Transit Authority offers higher pay for less desirable shifts to improve retention;³³ and LA Metro has partnered with community colleges to create a Career Pathways Program that builds structured opportunities for workforce development.³⁴ Expanding these kinds of initiatives, supported by State and federal investment, will be essential to cultivating a stable and skilled workforce capable of sustaining California's transit systems into the future.

Key strategies and recommendations that support improved workforce recruitment, retention, and development are listed below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 17: Expand candidate pool and reduce barriers to entry for transit roles.

Recommendations

- ▶ 17.A. Expand partnerships with K-12 education, community colleges, trade schools, and re-entry programs and other programs to increase size of candidate pool and train potential candidates.
- ▶ 17.B. Create a centralized job board for transit agencies that are in the same transit region to advertise vacancies, share a talent pool, and better match candidates to positions.
- ▶ 17.C. Create a Statewide campaign to increase interest in careers in public transportation.
- ▶ 17.D. Re-evaluate age requirements for bus operators.
- ▶ 17.E. Align Federal and State regulations around drug tests, particularly as it relates to cannabis.
- ▶ 17.F. Create an on-the-spot in-person interview and hiring process, and provide on-site examination for operators rather than requiring applicants to go test at the DMV.

³² Transit Workforce Center, "Case Study: Golden Gate Transit and Amalgamated Transit Union Local 1575," Accessed October 14, 2025, <https://www.transitworkforce.org/case-study-win-partnership-ca/>.

³³ American Public Transportation Association, "Transit Workforce Shortage Synthesis Report," March 2023, 25, <https://www.apta.com/wp-content/uploads/APTA-Workforce-Shortage-Synthesis-Report-03.2023.pdf>.

³⁴ Los Angeles County Metropolitan Transportation Authority, "Metro Career Pathways," September 2017, <https://libraryarchives.metro.net/BOD/191218-Career-Pathways-Brochure.pdf>.

- ▶ 17.G. Allow in-house examiners to fulfil the certification requirements through tests administered to multiple transit agencies within a region (i.e., instead of current 10-test requirement).
- ▶ 17.H. Establish a shared pool of vehicle simulators distributed across agencies within a region to expedite the certification process, especially for smaller transit agencies.

Strategy 18: Expand training and mentorship programs for agencies to ensure employees have required skills and visibility into career pathways.

Recommendations

- ▶ 18.A. Create centralized training programs that can be used by agencies in the same transit area in coordination through labor partners (e.g., through trade schools and fund placements).
- ▶ 18.B. Standardize credentials, curriculums, and onboarding materials that can be recognized across transit agencies.
- ▶ 18.C. Connect transit agencies to academic institutions (e.g., community colleges) or other entities to train employees for emerging skill requirements (e.g., maintenance of electric vehicles and autonomous vehicles).
- ▶ 18.D. Encourage transit agencies to establish formal mentorship, apprenticeship, or shadow programs to provide new employees with visibility into roles a few levels above.

Principle: Safety is fundamental

Topic Area: Safe and Clean Environment for Passengers and Operators (1.f.1.C)

Safety and security challenges within transit systems impact both transit workers and riders. Research has shown that the rates of fatal crashes and crime are both lower on public transportation than on roadways, that safety risks on public transit are relatively low, and transit travel is significantly safer than vehicle travel.³⁵ Yet many public transit systems in California face safety and cleanliness challenges, including assaults on transit workers and riders,

³⁵ Todd Litman, "Safer than You Think!: Revisiting the Transit Safety Narrative," *Victoria Transport Policy Institute*, September 18, 2025, 26., <https://www.vtpi.org/safer.pdf>.

crime, inadequate security presence, poor lighting, and issues related to mental health and homelessness. Safety is a fundamental requirement for effective transit service—and if riders do not feel safe, other aspects of the system become irrelevant, making safety and cleanliness top priorities. Ensuring a secure and clean environment fosters trust, encourages higher ridership, and promotes equitable access to transit. Additionally, safety concerns are closely tied to ridership levels, as greater passenger presence can contribute to a perception of increased security, while cleanliness enhances the overall sense of safety. Task Force members expressed support for allowing transit agencies to be eligible for homelessness funding programs. While discussed, these concepts are not included here as CalSTA-specific recommendations, as this concept would require additional discussion and coordination with stakeholders in the housing and homelessness space.

Key strategies and recommendations that support providing a safe and clean riding experience for riders and operators include the following. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 19: Allocate dedicated safety and security funding.

Recommendations

- ▶ 19.A. Allocate dedicated funding for improving safety infrastructure (e.g., protective barriers, lighting) at transit stations and bus stops, and employing safety-related personnel.
- ▶ 19.B. Allocate dedicated funding for de-escalation and violence mitigation training specific to transit employees.

Strategy 20: Ensure coordination at the Statewide level between agencies.

Recommendations

- ▶ 20.A. Develop Statewide safety and security standards (e.g., guidance on directing individuals to wraparound services, addressing mental health and substance abuse challenges).
- ▶ 20.B. Examine opportunities to regionalize prohibition orders within the existing legal framework.
- ▶ 20.C. Encourage commercial development (e.g., platform kiosks, station stalls, exterior shops) at stations to improve perceived safety.

- ▶ 20.D. Implement surveys for priority populations (e.g., seniors, women) to monitor safety of transit systems.

Strategy 21: Improve coordination with Health & Human Services Agencies to ensure comprehensive health-related safety and security responses.

Recommendations

- ▶ 21.A. Increase presence of safety professionals on transit systems through safety ambassadors, crisis intervention specialists, and/or uniformed officers, leveraging coordination with local police departments.
- ▶ 21.B. Coordinate with health and human services agencies to implement services for unhoused people on and around transit systems.

Strategy 22: Implement physical security measures for frontline transit workers and riders.

Recommendations

- ▶ 22.A. Install protective doors for bus operators consistent with safety operations and per union agreement.
- ▶ 22.B. Improve surveillance and response capabilities by constructing emergency communications equipment and systems, increasing security cameras, and quality of cameras, and implementing technology to identify prohibited individuals.
- ▶ 22.C. Update signage in and around stations for better navigation and safety, including reducing speed limits around transit stops.
- ▶ 22.D. Increase lighting and other safety features in the areas surrounding transit stations to ensure safety on a first/last mile trip.

Principle: Provide fast, reliable, connected, and convenient transit services

Topic Area: Transit Prioritization (1.f.1.D)

Transit prioritization refers to the strategies and infrastructure improvements that enhance the speed, frequency, reliability, and efficiency of bus and light rail transit by reducing delays caused by general traffic congestion. Transit prioritization is needed when buses and light rail vehicles operate in mixed right-of-way scenarios with vehicle traffic. As congestion increases in areas where transit does not have traffic priority measures, transit service becomes slower and more expensive to provide, as depicted in **Exhibit 2**.

Exhibit 2: Cost to Provide 10-Minute Bus Frequency for SFMTA, 6 AM – 12 AM, daily³⁶

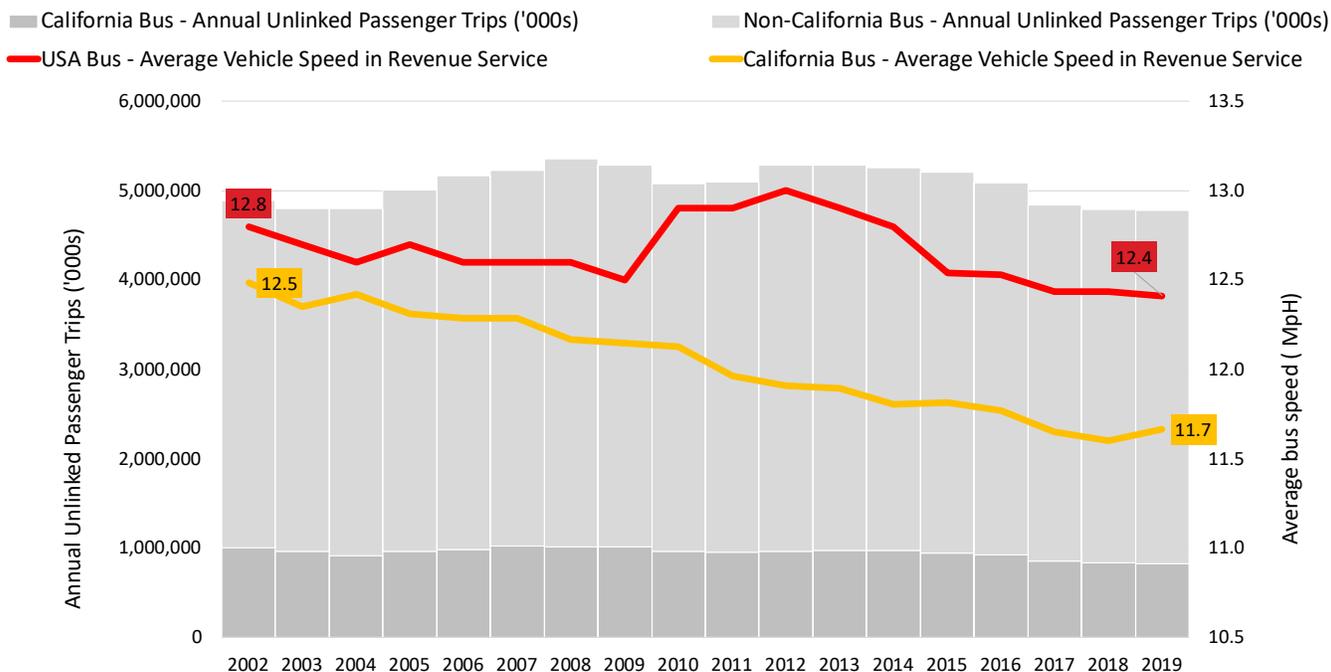
	Travel Time	Buses Required	Annual Cost
<i>Travel time and cost increase together</i>	30 minutes		\$4 million
	45		\$6 million
	60		\$8 million
	75		\$10 million

Assumes operating cost of \$200/hour per vehicle for example purposes only. Actual costs vary by mode.

Over the past 25 years, average bus speeds have declined markedly in both the U.S. and California among agencies, as depicted in **Exhibit 3**. This decline leads to increased costs and decreased ridership.

³⁶ California State Transportation Agency, "Transit Transformation Task Force Meeting #4 (San Francisco): June 17, 2024 Meeting Presentation," Accessed October 16, 2025, https://calsta.ca.gov/-/media/calsta-media/documents/calsta_ttf4_final_06-17-2024-a11y.pdf. Original data provided by San Francisco Municipal Transportation Authority.

Exhibit 3: Average U.S. and California Bus Speeds³⁷



Transit prioritization strategies and infrastructure include dedicated bus lanes, Transit Signal Priority (TSP) for buses, and transit stops that are strategically placed and designed to minimize delays and allow passengers to board and alight efficiently. Enhancing the reliability and speed of bus services through transit prioritization can improve ridership, revenue, and operational efficiency by delivering better service with fewer resources.

However, scaling these initiatives is challenged by the high costs and lengthy timelines associated with road modifications, including planning, design, environmental reviews, community input, permitting, and construction. For instance, the Van Ness BRT project in San Francisco

³⁷ https://calsta.ca.gov/-/media/calsta-media/documents/calsta_ttf4_final_06-17-2024-a11y.pdf U.S. Department of Transportation, "TS2.1 - Service Data and Operating Expenses Time Series by Mode," National Transit Database, Accessed June 1, 2024, <https://www.transit.dot.gov/ntd/data-product/ts21-service-data-and-operating-expenses-time-series-mode-2>.

increased bus speeds between 25% - 36%, and ridership reached 130% of pre-pandemic levels. Despite these benefits, the project took nearly 20 years to complete.

Finally, TTF members noted that to achieve successful BRT and transit priority implementation at scale, it would help to “fund planning and engineering resources at the State level for easier implementation of transit priority infrastructure at the local level.”

Key strategies and recommendations to accelerate and reduce the cost of delivering transit priority infrastructure at scale include the below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 23: Standardize, support, and scale transit priority infrastructure.

Recommendations

- ▶ 23.A. Establish Statewide procurements for technology, equipment, and materials that are needed for Transit Signal Priority (TSP), preemption, and other infrastructure that can be leveraged to lower costs and encourage standardization.
- ▶ 23.B. Update the California Manual on Uniform Traffic Control Devices (CA MUTCD) to include TSP and preemption for transit routes where applicable. Create TSP guidelines & standards that can be leveraged in any jurisdiction. Work to encourage collaboration between cities and agencies to enable TSP at scale.
- ▶ 23.C Encourage implementation of transit priority and bus rapid transit features on the State right of way, such as bus-only lanes or queue jumps and ensure that the State Highway Network can be used by Transit riders.
- ▶ 23.D. Make permanent the authorization for transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law, as well as other violations.

Strategy 24: Expedite delivery of transit-supportive infrastructure and strategies.

Recommendations

- ▶ 24.A. Allow for exemption or preemption of local permitting requirements on identified priority transit routes.

- ▶ 24.B. Establish a by-right permitting mechanism for transit infrastructure – bus shelters, transit priority, TSP, etc. inside each city and on the State right of way.
- ▶ 24.C. Establish a Statewide TIGER team to assist with the implementation of BRT and Bus Only lanes Statewide to assist with planning, engineering and implementation in all jurisdictions.
- ▶ 24.D. Establish a streamlined process for adding stops and stations, and a process that involves members of the transit riding community before a stop or station can be removed.

Strategy 25: Coordinate and collaborate to deliver infrastructure across jurisdictions.

Recommendations

- ▶ 25.A. Develop a framework on roles and responsibilities for TSP and BRT implementation for use Statewide.
- ▶ 25.B. Convene a Statewide working group for local jurisdictions, regional agencies, and transit agencies to discuss and solve common issues in implementing TSP.

Strategy 26: Establish flexibility with State funding sources.

Recommendations

- ▶ 26.A. Update State funding programs and guidelines to encourage the delivery of transit priority infrastructure.

Topic Area: Service and Fare Coordination or Integration (1.f.1.A) and Coordinated Scheduling, Mapping, and Wayfinding (1.f.1.B)

When transit riders take trips that cross agency boundaries, many face higher costs and added hassle; riders may have to pay multiple fares, navigate different payment systems, or go through multiple eligibility checks for youth or senior discounts. Service and fare coordination can ease these challenges through standardized regional fare systems, common discount verification, and Statewide or regional support for integration. For transit agencies, fare and service integration raises challenges including potential revenue losses associated with transfers as well as technology hurdles. Overcoming these challenges requires a collaborative approach, leveraging policy, funding, and technological solutions to create a more seamless transit experience.

Equally important is coordination of scheduling, mapping, and wayfinding across transit agencies. Currently, California transit riders often need to transfer between transit operators due to service area boundaries and journey distances. Coordination between transit agencies occurs inconsistently, varying by region and agency, with no standardized approach. Regional transit agencies have an opportunity to enable regions to improve coordinated scheduling, mapping, and wayfinding—and to empower and resource regional agencies to designate key transit hubs and stations, in consultation with cities, counties and transit agencies, where clear standards and wayfinding will apply. Throughout the Task Force process, CalSTA staff brought several sets of draft recommendations on scheduling, mapping, and wayfinding to the Task Force. The Task Force discussed the draft recommendations at three separate meetings and the discussion was extremely robust. However, ultimately few recommendations on scheduling, mapping, and wayfinding were approved by the Task Force for inclusion in this report.

Key strategies and recommendations on this topic area include the following. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 27: State Coordination.

- ▶ 27.A. Provide technical assistance to transit agencies that request it through a Statewide identity verification program that transit agencies can use to verify discounted fares.
- ▶ 27.B. Develop tools and technical assistance and funding to help incentivize inter-operability between payments systems Statewide.
- ▶ 27.C. Recommend opt-in common data collection, analysis, and publication standards across agencies to improve interoperability (e.g., General Transit Feed Specification, Operational Data Standard, TIDES) to local and regional agencies.
- ▶ 27.D. Develop tools and provide opt-in support for regions and agencies for service planning to support other recommendations and help facilitate interregional planning.

Topic Area: First- and Last-Mile Access to Transit (1.f.1.E)

First- and last-mile access in transit refers to the connections that enable passengers to travel from their starting location to a transit station (first mile) and from a transit station to their final destination (last mile). These connections may include walking, biking, and micro-mobility options (such as e-scooters, bike-share, and ride-share programs). Ensuring that riders have first- and last- mile access is essential, as transit use declines by 90% when riders must walk more than a half mile. For California transit riders, a significant portion of overall travel time is spent getting to and from transit services, which can contribute to longer total trip times.

The most effective way to improve first- and last-mile access to transit is to increase the density of housing, jobs, recreational facilities, and healthcare services around high-quality transit infrastructure. By ensuring that essential destinations are located closer to transit, communities can improve accessibility, enhance transit efficiency, and encourage greater ridership.

Key strategies and recommendations to improve first- and last-mile access to transit are listed below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 28: Ensure consistent and flexible funding for active transportation and first- and last- mile access to transit.

Recommendations

- ▶ 28.A. Increase funding for active transportation projects with reduced variability from year-to-year, to increase first and last mile access to transit.
- ▶ 28.B. Reduce administrative burden to improve the use of funding for active transportation projects.

Strategy 29: Reform planning process to improve access to transit.

Recommendations

- ▶ 29.A. Empower and resource regional agencies to designate key transit hubs and stations, in consultation with cities, counties and transit agencies, where clear standards, wayfinding, and rules will apply.

- ▶ 29.B Streamline permitting processes and timelines for delivering active transportation projects near transit hubs and stations.
- ▶ 29.C. Assess conditions and collect data on sidewalks, mobility lanes, and transit hubs and create GIS maps highlighting existing accessibility infrastructure, including sidewalk quality and continuity, street furniture such as benches and lighting, and transit hub features such as signage and shelter to identify and address locations.
- ▶ 29.D Create a Statewide registry of bus stops, each with a unique ID, and include stop amenity information.

Strategy 30: Coordinate and collaborate to provide first- and last- mile access to transit across jurisdictions.

Recommendations

- ▶ 30.A. Encourage interagency coordination on first- and last- mile planning, implementation, and maintenance between Caltrans, regional agencies, local jurisdictions, CBOs, and transit agencies.
- ▶ 30.B. Create opt-in State Purchasing Schedule agreements for bikeshare infrastructure, service providers, and participants in California e-bike incentives and bike lending programs.

Principle: Provide transit that is accessible and easy to use for all

Topic: Accessible Transportation and the Transit Needs of Older Adults and Persons with Disabilities

Accessible transportation services, including paratransit and dial-a-ride, face growing challenges for both operators and riders. While federal law mandates paratransit as a complement to fixed-route transit, these services are operationally complex, costly to operate, and require significant subsidies. Since 2010, paratransit costs have risen sharply, outpacing the growth of the populations that depend on them, straining financial and operational resources. Although the costs to deliver paratransit services are high, the quality of the services varies, and barriers to paratransit use (such as requiring 24-hour reservations) limit the mobility and access of people with disabilities.

Addressing these challenges requires a multi-pronged approach to improving service coordination, quality, efficiency, and accessibility. For paratransit and dial-a-ride services, enhanced coordination between providers could streamline operations, reduce redundancies, and improve ride availability. Improving booking and dispatch systems, potentially through technology-driven solutions, can enhance efficiency and minimize delays for users. Cross-cutting strategies such as better integration of planning and funding could support long-term sustainability, ensuring that accessible transportation services keep pace with rising demand while remaining financially viable. A proactive approach will be essential in meeting the mobility needs of seniors and people with disabilities while maintaining operational feasibility for transit agencies. Finally, the Task Force members recommended the following:

- Change Medi-Cal managed care reimbursements to a per capita payment model per trip (rather than per medical recipient). Use ongoing revenue streams to subsidize and reimburse transit agencies that provide micro transit and paratransit services.
- Conduct a needs assessment for accessible transportation in CA, covering the following topics: funding for paratransit due to increased demand of paratransit and service improvements, including in areas not

currently covered by paratransit. Align needs assessment with the goals listed in the Master Plan for Aging Initiatives and address concerns, with robust public engagement with people with lived experience.

- Encourage cost sharing agreements between transportation providers and healthcare providers, including improving Medi-Cal cost recovery programs for operators.
- Conduct inventories of transit stop accessibility (e.g., ramps, wayfinding/signage, audio announcements) in line with the Master Plan for Aging initiatives, and explore Statewide standards and guidelines for access to transit information.

While these concepts are worth exploring in more detail, further development would require significant input from and coordination with the California Health and Human Services Agency (CalHHS) departments and other stakeholders. As a result, these concepts are not included as CalSTA-specific recommendations.

Key strategies and recommendations that support accessible transit and meeting the needs of older adults and individuals with disabilities include the following. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 31: Coordinate paratransit services efficiently between transit agencies and non-profit, private, and healthcare providers.

Recommendations

- ▶ 31.A. Empower transit agencies to provide more ‘one-seat ride’ services, or services to limit the number of transfers when services originate and/or end within an agreed upon expanded service area by creating frameworks for revenue sharing and paratransit service coordination.
- ▶ 31.B. Encourage healthcare providers and social service providers to engage in strategic planning with transit operators to better plan and coordinate public and private transport to healthcare in jurisdictions, to identify optimal times for healthcare appointments, allowing for shared rides.

Strategy 32: Develop customer-facing and backend tools to improve the process of booking and dispatch of rides.

Recommendations

- ▶ 32.A. Encourage transit operators to improve information describing paratransit services and required eligibility documentation to use paratransit services and the ride request process.
- ▶ 32.B. Create an ADA accessible Statewide eligibility verification service for transit agencies that provides information on service eligibility and Medi-Cal/Medicaid enrollment.
- ▶ 32.C. Provide opt-in software services to transit operators to optimize digital booking, dispatch and/or routing to increase operational efficiency and reduce wait and trip times.

Strategy 33: Reform planning process for paratransit.

Recommendations

- ▶ 33.A. Use ADA transition plans to guide spending, including identifying accessibility barriers, outlining methods for modifications, scheduling of improvements, and assigning responsibilities for implementation.
- ▶ 33.B. Prioritize expanding subsidized housing near transit for seniors and people with disabilities to increase their access to transportation.
- ▶ 33.C. Explore options to better serve ADA needs including discounted or free travel on fixed route or discounted taxis rides.
- ▶ 33.D. Identify partners to enhance information on public and private paratransit service offerings to make it easier for users to book rides and compare trip options, cost, and accessibility features.
- ▶ 33.E. Provide technical assistance to transit operators that either do not provide paratransit services, or use their own certification process, in conjunction with Statewide guidelines.

Strategy 34: Explore options to improve funding mechanisms for paratransit.

Recommendations

- ▶ 34.A. Review and reconsider ICT requirements for paratransit vehicles.
- ▶ 34.B. Provide greater flexibility to regional agencies to determine priorities for Section 5310 funds.

Principle: Develop high quality public transit systems to support complete communities

Topic Area: Changes to Land Use, Housing, and Pricing Policies (1.f.2)

As discussed earlier in this report, California's housing shortage and transportation crises are linked. California has a goal of building 2.5 million new homes by 2030, with no less than one million homes for lower-income households. Today, many areas around major transit stops do not have sufficient density to support strong ridership or fully realize the value of California's transit investments. Strengthening land use and housing policies around transit can change that, as concentrating homes, jobs, and essential services near reliable transit can boost ridership, improve the return on transit investments, and advance California's housing, climate, equity, and mobility goals.

This work builds on recent State actions—such as reducing minimum parking requirements near transit and enabling higher-density housing—to further support transit-oriented development and create complete, walkable neighborhoods. But policy change alone is not enough. Success also depends on targeted infrastructure improvements, including upgraded utilities, safe walking and biking networks, and inviting station-area public spaces, implemented in partnership with local and regional partners.

Together, these efforts can create vibrant communities where daily needs are within walking or transit distance, expanding access to opportunity, lowering household transportation costs, and delivering healthier, more sustainable neighborhoods that are well-connected to high-quality transit.

Lastly, the Task Force identified several strategies and recommendations to strengthen land use and transit planning. Task Force members expressed support to encourage the California Department of Housing and Community Development (HCD) to include additional transit-supportive land use policies in the qualifications for pro-housing designation, as well as ensuring State agencies coordinate land use and transportation planning, permitting regulation, and guidance to reduce contradicting policies and complete projects with sufficient housing and transportation. Another possible recommendation the Task Force discussed was the need to “provide incentives or funding to support transit agencies, MPOs, and/or

cities that meet TOD objectives and other mandates (e.g. decarbonization).” Additionally, the Task Force discussed the need to “identify all land around transit stations open to joint development, including land owned by transit agencies and Caltrans that is eligible for TOD.” While discussed, these concepts are not included in the recommendations related to land use, housing, and pricing policies, as further development would require significant discussion and coordination with housing and land use agencies and stakeholders.

Key strategies and recommendations regarding land use, housing, and pricing policy include the list below. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 35: Encourage transit-supportive land uses.

Recommendations

- ▶ 35.A. Examine opportunities to price on-street parking and unbundle new off-street parking from residential and commercial developments within 0.5 mile of transit.
- ▶ 35.B. Create the ability to allow transit agencies to sell air rights to create development opportunities above transit stations and facilities.
- ▶ 35.C. Create bench of pre-vetted TOD property developers for use by transit agencies Statewide to pursue joint development opportunities

Strategy 36: Strengthen transit and land use planning.

Recommendations

- ▶ 36.A. Support the Statewide strategy for transit-supportive land use to address both transit and housing objectives, including setting out Transit Oriented Development (TOD)-specific objectives and guidelines that consider potential social equity impacts and interests of private developers to increase housing near transit.
- ▶ 36.B. Give transit agencies the ability to review and comment on City Transportation Demand Management (TDM) plans.
- ▶ 36.C. Encourage transit agencies to include analysis and evaluation of land use and value capture opportunities into their transit enhancement and expansion plans.
- ▶ 36.D. Leverage, where possible, Caltrans-owned and other State-owned land to reduce upfront land costs to jumpstart TOD projects.

Strategy 37: Expand education, incentives, and funding to advance TOD.

Recommendations

- ▶ 37.A. Explore State agency support provide loans with lower interest rates to developers for qualifying TOD projects.
- ▶ 37.B. Engage pension funds to explore investment opportunities to support qualifying TOD projects (e.g., for direct land acquisition by transit agencies and/or local jurisdictions).
- ▶ 37.C. Where possible, create pre-permitted project opportunities to encourage public-private partnerships.
- ▶ 37.D. Set up State team to provide support on TOD to local jurisdictions and transit agencies.

Topic Area: Transit-Oriented Development and Value Capture of Property (1.f.7)

Fostering denser development around transit hubs through TOD provides multiple benefits, including opportunities for transit agencies to unlock both direct and indirect revenue streams. Higher housing and job density around stations increases transit use, which can boost ridership and fare revenue. Beyond these direct benefits, developing land or property near transit can increase its value and create additional revenue opportunities through value capture.

While real estate revenues alone will not replace existing federal, State, and local transit funding, TOD can serve as a long-term strategy to supplement public funding and strengthen financial sustainability. Policy changes that make it easier for transit agencies to pursue TOD and capture the full value of station-area assets can help unlock new, more self-sustaining revenue sources.

Additionally, the Task Force discussed clarifying Surplus Lands Act (SLA) to prioritize affordable housing and commercial development on land owned by public agencies near major transit hubs, as well as streamlining the SLA to increase its effectiveness in delivering homes and communities near transit. The Task Force also suggested creating a new dedicated entity to reform redevelopment to meet current needs for transit and housing, while also avoiding pitfalls that have formerly affected redevelopment. While discussed, further developing these concepts would require significant

discussion and coordination with housing and land use stakeholders, and are not included in the CalSTA-specific recommendations below.

Key strategies and recommendations to support TOD and value capture of property around transit include the following. As noted earlier, these recommendations are intended as a starting point for future consideration, and not as a menu of fiscal or policy options for immediate implementation.

Strategy 38: Create Statewide conditions for greater value capture from transit.

Recommendations

- ▶ 38.A. Assess the multiplier effect of public transit investments and create mechanisms that could allow transit agencies to become an equity partner and/or capture this value (e.g., through taxes, transit passes).
- ▶ 38.B. Create a tax increment financing tool specifically for transit-oriented development or modify an existing one (e.g. NIFTIs) to enable transit agencies with more effective value capture options.
- ▶ 38.C. Establish supplemental funding sources through value capture strategies.

Strategy 39: Provide State incentives and technical assistance to support transit agencies on value capture.

Recommendations

- ▶ 39.A. Provide funding and/or technical assistance to agencies to support value capture opportunities (e.g., grants to hire specialists for in-sourced opportunities such as advertising, joint development, and install EV chargers and hydrogen re-fueling facilities on agency-owned parking areas).
- ▶ 39.B. Create State Purchasing Schedules to make expertise in revenue generation opportunities available to transit agencies to lower costs (e.g., California tourism passes, professional sports teams.)
- ▶ 39.C. Invest in transportation projects that have a value capture strategy, when practical.

Appendix A: Detailed analysis requested under SB125 1.E

[See Attachment]

Appendix B: Table of all strategies and recommendations under SB125 (1)(f) as approved by the Task Force

[See Attachment]



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-G

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

State of Good Repair (SGR) Funds Project Revision

Enclosure: Yes

Action: Approve Resolution 22-11 Amendment No. 3; Resolution 23-11 Amendment No. 2; Resolution 24-11 Amendment No. 2; Resolution 25-09 Amendment No. 1; and Resolution 25-10 Amendment No. 1, adopting a Revised SGR Project List

SUMMARY:

The California State of Good Repair (SGR) program is administered by Caltrans and annually provides discretionary funding for transit-related capital, rehabilitation, and maintenance projects that maintain a “state of good repair” for transit systems. Regional funds are provided to MCTC for oversight, and the MCTC Policy Board allocates funds towards eligible projects. If priorities change, a modified project list can be submitted to Caltrans.

MCTC may reallocate SGR funds to existing or new eligible projects. The City of Chowchilla has proposed one new project for consideration to reallocate funds: CATX Purchase One Paratransit Hybrid Van.

MCTC recommends submitting the following project revision in the amount of \$122,284.75:

Current Project	Proposed Project	Allocation	Reason for Change
CATX Purchase One Gasoline Bus	CATX Purchase One Paratransit Hybrid Van	\$122,284.75	CATX was able to procure a gasoline bus using an alternative funding source. As a result, CATX proposes to reallocate the approved funds to purchase a paratransit hybrid van.
Total:		\$122,285.75	

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.

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

In the matter of
**STATE OF GOOD REPAIR PROGRAM
REVISED PROJECT APPROVAL LIST FY
2022/23**

Resolution No.: **22-11**
Amendment No. 3

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance - State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the County of Madera wishes to amend its State of Good Repair project list;
and

WHEREAS, the Madera County Transportation Commission concurs with and approves the amended project list for the State of Good Repair Program funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the Revised SB1 State of Good Repair Project List with a project change in the amount of \$26,694.

City of Chowchilla	CATX Purchase One Gasoline Bus	(\$26,694)
Existing Project		
City of Chowchilla	CATX Purchase One Paratransit Hybrid Van	\$26,694
Proposed Project		

The foregoing resolution was adopted this 21st day of January 2026 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	_____

Commissioner Macaulay _____
Commissioner Zacharia _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of
**STATE OF GOOD REPAIR PROGRAM
REVISED APPROVAL LIST FY 2023/24**

Resolution No.: **23-11
Amendment No. 2**

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation, and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the City of Chowchilla wishes to amend its State of Good Repair project list; and

WHEREAS, the Madera County Transportation Commission concurs with and approves the amended project list for the State of Good Repair Program funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the Revised SB1 State of Good Repair Project List for FY 2023-2024 to be submitted in the amount of \$23,314.

City of Chowchilla Existing Project	CATX Purchase One Gasoline Bus	(\$23,314)
City of Chowchilla Proposed Project	CATX Purchase One Paratransit Hybrid Van	\$23,314

NOW, THEREFORE, BE IT RESOLVED, by the Policy Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit an amended project list for the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 21st day of January 2026 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of
**STATE OF GOOD REPAIR PROGRAM
REVISED PROJECT APPROVAL LIST, FY
2024/25**

Resolution No.: **24-11
Amendment No. 2**

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects; and

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Madera County Transportation Commission concurs with and approves the attached project list for the State of Good Repair Program funds.

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the Revised SB1 State of Good Repair Project List for FY 2024-2025 to be submitted in the amount of \$30,326

City of Chowchilla	CATX Purchase One Gasoline Bus	(\$30,326)
Existing Project		
City of Chowchilla	CATX Purchase One Paratransit Hybrid Van	\$30,326
Proposed Project		

NOW, THEREFORE, BE IT RESOLVED, by the Policy Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 21st day of January 2026 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of
**STATE OF GOOD REPAIR PROGRAM
REVISED PROJECT APPROVAL LIST, FY
2025/26**

Resolution No.: **25-09 Amendment No. 1**

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects; and

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Madera County Transportation Commission concurs with and approves the attached project list for the State of Good Repair Program funds.

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the Revised SB1 State of Good Repair Project List for FY 2025-2026 to be submitted in the amount of \$29,869.

City of Chowchilla	CATX Purchase One Gasoline Bus	(\$29,869)
Existing Project		
City of Chowchilla	CATX Purchase One Paratransit Hybrid Van	\$29,869
Proposed Project		

NOW, THEREFORE, BE IT RESOLVED, by the Policy Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 21st day of January 2026 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

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

In the matter of
**STATE OF GOOD REPAIR PROGRAM
REVISED PROJECT APPROVAL LIST, FY
2018/19**

Resolution No.: **25-10**
Amendment No. 1

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Madera County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects; and

WHEREAS, the Madera County Transportation Commission distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, the Madera County Transportation Commission concurs with and approves the attached project list for the State of Good Repair Program funds.

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Board hereby approves the Revised SB1 State of Good Repair Project List for FY 2018-2019 to be submitted in the amount of \$12,081.75.

City of Chowchilla	CATX Purchase One Gasoline Bus	(\$12,081.75)
Existing Project		
City of Chowchilla	CATX Purchase One Paratransit Hybrid Van	\$12,081.75
Proposed Project		

NOW, THEREFORE, BE IT RESOLVED, by the Policy Board of the Madera County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

The foregoing resolution was adopted this 21st day of January 2026 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-H

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 13 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

SUMMARY:

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 13 to the 2025 FTIP on January 13, 2026. State and Federal approval is not required for this amendment. The amendment includes the following:

- Adds FTA Section 5307 funds for operating assistance to MAD 213091 and MAD 213092, per City of Madera request.

Amendment No. 13 to the 2025 FTIP may be found on the [MCTC Website](#).

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.

January 13, 2025

Mr. Kien Le, Office Chief
California Department of Transportation
Division of Financial Programming, MS 82
Office of Federal Programming and Data Management
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Noe Puente

**Subject: Submittal of the Madera County Transportation Commission
Amendment No. 13 (Type 1 – Administrative Modification) to the 2025 Federal
Transportation Improvement Program**

Dear Mr. Le:

Enclosed for your records is Amendment No. 13 (Type 1 - Administrative Modification) to the 2025 Federal Transportation Improvement Program (FTIP). Federal and State approval has been delegated to the MPO and are not required.

Documentation associated with this amendment is provided as indicated below:

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment No. 13 to the 2025 FTIP. The project and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP). The attachment also includes the CTIPs printouts for the project changes to the 2025 FTIP via Amendment No. 13.
- Updated Financial Plan: Attachment 2. The Financial Plan from the 2025 FTIP has been updated to include the project list as provided in Attachment 1. Additionally, the 2025 FTIP Amendment No. 13 addresses the following changes:
 - Adds FTA Section 5307 funds for operating assistance to MAD 213091 and MAD 213092, per City of Madera request.

The financial plan confirms that, with this amendment, the 2025 FTIP remains financially constrained.

The MCTC Policy Board has delegated MPO approval of Type 1 – Administrative Amendments to its Executive Director in accordance with the revised FSTIP/FTIP Amendments and Administrative Modification Procedures dated December 18, 2019. The approved changes will not impact MCTC’s financial constraint or the region’s air quality conformity.

The administrative modification is described in the attachments listed below. Under this delegated authority, an administrative modification does not require Federal Highway Administration, Federal Transit Administration or Caltrans approval. This change is effective immediately, upon MCTC’s approval and is reflected as an administrative modification to California’s 2025 FSTIP and MCTC’s 2025 FTIP as of the date of this letter.

MCTC certifies that there are no projects in this Administrative Modification No. 13 included in any other amendments that are currently open for public review. An electronic copy of the amendment will be sent via email. Amendment No. 13 to the 2025 FTIP is also available on the [MCTC Website](#) and the California Transportation Improvement Program System (CTIPS).

If you have any questions regarding this document, please contact Jeff Findley at jeff@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

ATTACHMENT 1
PROJECT LISTING

Summary of Changes

MCTC 2025 FTIP Amendment No. 13 (Administrative Modification, Type 1)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
Existing	MAD 213091 221-0000-0302	City of Madera; Section 5307; DAR Operating Assistance.	COST INCREASE	CON	\$650,000	\$1,055,000	25/26	5307	\$405,000	\$810,000	Add Operating Assistance funds, per City of Madera Request
			COST INCREASE	CON	\$650,000	\$1,055,000	25/26	Local	\$405,000		
Existing	MAD 213092 221-0000-0303	City of Madera; Section 5307; MAX Operating Assistance.	COST INCREASE	CON	\$700,000	\$1,098,000	25/26	5307	\$398,000	\$796,000	Add Operating Assistance funds, per City of Madera Request
			COST INCREASE	CON	\$700,000	\$1,098,000	25/26	Local	\$398,000		

	24/25	25/26	26/27	27/28	Totals
5307	\$0	\$803,000	\$0	\$0	\$803,000
Local	\$0	\$803,000	\$0	\$0	\$803,000
Total	\$0	\$1,606,000	\$0	\$0	\$1,606,000

**Madera City - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Item 4-4-H.

Amendment

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0302	TITLE (DESCRIPTION): 5307; DAR Operating Assistance (City of Madera; Section 5307; DAR Operating Assistance.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: MAD213091		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor

PHONE: (559) 661-3693

EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
12	Active	12/18/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13	19,690,000		
11	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	18,880,000		
10	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	16,280,000		
9	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	13,696,000		
8	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	11,130,000		
7	Official	04/28/2017	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	8,690,000		
6	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	8,750,000		
5	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0	6,702,000		
4	Official	05/08/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	4,080,000		

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	6,840,000	650,000	1,055,000	650,000	650,000				9,845,000
* Funding Agency: Madera, City of	Total:	6,840,000	650,000	1,055,000	650,000	650,000				9,845,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON	6,840,000	650,000	1,055,000	650,000	650,000				9,845,000
* Funding Agency: Madera, City of	Total:	6,840,000	650,000	1,055,000	650,000	650,000				9,845,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON	13,680,000	1,300,000	2,110,000	1,300,000	1,300,000				19,690,000
	Total:	13,680,000	1,300,000	2,110,000	1,300,000	1,300,000				19,690,000

Comments:
FTIP Amendment per City of Madera Request.

***** Version 12 - 12/18/2025 *****
2025 FTIP
2022 RTP, Table B-5

***** Version 1 - 02/26/24 *****
Project data transferred from 2022 FTIP.
2023 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/19/22 *****
Project data transferred from 2020 FTIP.
2021 FTIP
2018 RTP Table 5-6

***** Version 1 - 03/06/20 *****
Project data transferred from 2018 FTIP.
***** Version 1 - 02/27/18 *****

Project data transferred from 2016 FTIP.
Amendment per City of Madera request
***** Version 7 - 04/26/2017 *****

***** Version 1 - 05/20/16 *****
Project data transferred from 2014 FTIP.
***** Version 1 - 03/25/14 *****

Project data transferred from 2012 FTIP.
RTP ID: 2011 RTP, Page 4-32
***** Version 3 - 01/06/2014 *****

Item 4-4-H.

**Madera City - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Item 4-4-H.
Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0302	TITLE (DESCRIPTION): 5307; DAR Operating Assistance (City of Madera; Section 5307; DAR Operating Assistance.)	MPO Aprv: 07/17/2024 State Aprv: 11/15/2024 Federal Aprv: 12/16/2024
CT PROJECT ID:			MPO ID: MAD213091		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor PHONE: (559) 661-3693 EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
12	Active	12/18/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13	19,690,000		
11	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	18,880,000		
10	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	16,280,000		
9	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	13,696,000		
8	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	11,130,000		
7	Official	04/28/2017	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	8,690,000		
6	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	8,750,000		
5	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0	6,702,000		
4	Official	05/08/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	4,080,000		

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	6,840,000	650,000	650,000	650,000	650,000				9,440,000
* Funding Agency: Madera, City of	Total:	6,840,000	650,000	650,000	650,000	650,000				9,440,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: City Funds	RW									
	CON	6,840,000	650,000	650,000	650,000	650,000				9,440,000
* Funding Agency: Madera, City of	Total:	6,840,000	650,000	650,000	650,000	650,000				9,440,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON	13,680,000	1,300,000	1,300,000	1,300,000	1,300,000				18,880,000
	Total:	13,680,000	1,300,000	1,300,000	1,300,000	1,300,000				18,880,000

Comments:
2025 FTIP
2022 RTP, Table B-5

***** Version 1 - 02/26/24 *****
Project data transferred from 2022 FTIP.
2023 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/19/22 *****
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2021 FTIP
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Amendment per City of Madera request
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RTP ID: 2011 RTP, Page 4-32
***** Version 3 - 01/06/2014 *****
RTP ID: 2011 RTP, Page 4-32
***** Version 2 - 05/24/2012 *****
***** Version 1 - 04/22/2010 *****

**Madera City - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Item 4-4-H.

Amendment

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0303	TITLE (DESCRIPTION): 5307; MAX Operating Assistance (City of Madera; Section 5307; MAX Operating Assistance.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: MAD213092		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor

PHONE: (559) 661-3693

EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
12	Active	12/18/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13	21,207,000		
11	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	20,411,000		
10	Official	08/31/2022	JFINDLEY	Adoption - Carry Over	0	17,611,000		
9	Official	02/17/2021	JFINDLEY	Adoption - Carry Over	0	14,811,000		
8	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	12,229,000		
7	Official	04/28/2017	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	9,580,000		
6	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	9,990,000		
5	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0	7,655,000		
4	Official	05/08/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	4,491,000		

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	7,441,000	700,000	1,098,000	700,000	700,000				10,639,000
* Funding Agency: Madera, City of	Total:	7,441,000	700,000	1,098,000	700,000	700,000				10,639,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON	7,370,000	700,000	1,098,000	700,000	700,000				10,568,000
* Funding Agency: Madera, City of	Total:	7,370,000	700,000	1,098,000	700,000	700,000				10,568,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON	14,811,000	1,400,000	2,196,000	1,400,000	1,400,000				21,207,000
	Total:	14,811,000	1,400,000	2,196,000	1,400,000	1,400,000				21,207,000

Comments:
FTIP Amendment per City of Madera Request.

***** Version 12 - 12/18/2025 *****
2025 FTIP
2022 RTP, Table B-5

***** Version 1 - 02/26/24 *****
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RTP ID: 2011 RTP, Page 4-32
***** Version 3 - 01/06/2014 *****

Item 4-4-H.

**Madera City - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Item 4-4-H.
Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0303	TITLE (DESCRIPTION): 5307; MAX Operating Assistance (City of Madera; Section 5307; MAX Operating Assistance.)	MPO Aprv: 07/17/2024 State Aprv: 11/15/2024 Federal Aprv: 12/16/2024
CT PROJECT ID:			MPO ID: MAD213092		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Xochitl Villasenor PHONE: (559) 661-3693 EMAIL: xvillasenor@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
12	Active	12/18/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	13	21,207,000		
11	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	20,411,000		
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8	Official	09/19/2018	JFINDLEY	Adoption - Carry Over	0	12,229,000		
7	Official	04/28/2017	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	9,580,000		
6	Official	09/21/2016	JFINDLEY	Adoption - Carry Over	0	9,990,000		
5	Official	07/23/2014	JFINDLEY	Adoption - Carry Over	0	7,655,000		
4	Official	05/08/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	4,491,000		

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	7,441,000	700,000	700,000	700,000	700,000				10,241,000
* Funding Agency: Madera, City of	Total:	7,441,000	700,000	700,000	700,000	700,000				10,241,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: City Funds	RW									
	CON	7,370,000	700,000	700,000	700,000	700,000				10,170,000
* Funding Agency: Madera, City of	Total:	7,370,000	700,000	700,000	700,000	700,000				10,170,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON	14,811,000	1,400,000	1,400,000	1,400,000	1,400,000				20,411,000
	Total:	14,811,000	1,400,000	1,400,000	1,400,000	1,400,000				20,411,000

Comments:
2025 FTIP
2022 RTP, Table B-5

***** Version 1 - 02/26/24 *****
Project data transferred from 2022 FTIP.
2023 FTIP
2022 RTP, Table B-5

***** Version 1 - 04/19/22 *****
Project data transferred from 2020 FTIP.
2021 FTIP
2018 RTP Table 5-6

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RTP ID: 2011 RTP, Page 4-32
***** Version 3 - 01/06/2014 *****
RTP ID: 2011 RTP, Page 4-32
***** Version 2 - 05/24/2012 *****
***** Version 1 - 04/22/2010 *****

ATTACHMENT 2
FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Item 4-4-H.

Madera County Transportation Commission
2025 FTIP
Amendment 13
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2025		FY 2026		FY 2027		FY 2028		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	
LOCAL	Sales Tax		\$6,368	\$6,368	\$11,976	\$12,779	\$13,294	\$13,294	\$10,517	\$10,517	\$42,958
	City		\$4,556	\$4,556	\$9,701	\$10,504	\$11,620	\$11,620	\$8,413	\$8,413	\$35,093
	County		\$1,812	\$1,812	\$2,275	\$2,275	\$1,674	\$1,674	\$2,104	\$2,104	\$7,865
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds		\$105,100	\$105,100							\$105,100
	County General Funds										
	City General Funds										
	Street Taxes and Developer Fees		\$105,100	\$105,100							\$105,100
RSTP Exchange funds											
Transit											
Transit Fares											
Other (See Appendix 1)											
Local Total		\$111,468	\$111,468	\$11,976	\$12,779	\$13,294	\$13,294	\$10,517	\$10,517	\$148,058	
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065
Other (See Appendix 2)											
Regional Total		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065	
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	SHOPP										
	SHOPP Prior		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107	\$123,728
	STIP										
	STIP Prior		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107	\$123,728
	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	\$395	\$2,417	\$2,417			\$6,201	\$6,201	\$9,013	
Highway Maintenance (HM) Program ¹											
Highway Bridge Program (HBP) ¹	1	\$11,052	\$11,052	\$2,828	\$2,828	\$2,984	\$2,984	\$6,737	\$6,737	\$23,601	
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				\$3,073	\$3,073	\$70,494	\$70,494			\$73,567	
Other (See Appendix 3)											
State Total		\$42,386	\$42,386	\$87,336	\$87,336	\$133,475	\$133,475	\$93,045	\$93,045	\$356,242	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,455	\$3,455	\$3,279	\$4,082	\$3,015	\$3,015	\$3,653	\$3,653	\$14,205
	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	\$646	\$674	\$674	\$703	\$703	\$734	\$734	\$2,757
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277	\$200	\$200			\$153	\$153	\$630
	FTA Transfer from Prior FTIP										
Other (See Appendix 4)											
Federal Transit Total		\$4,378	\$4,378	\$4,153	\$4,956	\$3,718	\$3,718	\$4,540	\$4,540	\$17,592	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$6,216	\$6,216	\$2,259	\$2,259	\$2,304	\$2,304	\$2,349	\$2,349	\$13,128
	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)	3										
Tribal Transportation Program											
Carbon Reduction Program (CRP)		\$459	\$459	\$305	\$305	\$156	\$156	\$487	\$487	\$1,407	
Promoting Resilient Operations for Transformative (PROTECT)											
Other (see Appendix 5)		\$33,080	\$33,080	\$50,000	\$50,000	\$244	\$244			\$83,324	
Federal Highway Total		\$39,755	\$39,755	\$52,564	\$52,564	\$2,704	\$2,704	\$2,836	\$2,836	\$97,859	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
Federal Total		\$44,133	\$44,133	\$56,717	\$57,520	\$6,422	\$6,422	\$7,376	\$7,376	\$115,451	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
Innovative Financing Total											
REVENUE TOTAL		\$198,060	\$198,060	\$159,710	\$161,316	\$165,502	\$165,502	\$110,938	\$110,938	\$635,816	

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)

TABLE 2: PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 13
(\$'s in 1,000)

	FUNDING SOURCES	N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2025		FY 2026		FY 2027		FY 2028		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	
LOCAL	Local Total		\$111,468	\$111,468	\$11,976	\$12,779	\$13,294	\$13,294	\$10,517	\$10,517	\$148,058
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065
	Other (See Appendix A)										
	Regional Total		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311			\$16,065
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	SHOPP		\$26,532	\$26,532	\$78,911	\$78,911	\$20,890	\$20,890			\$126,333
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107	\$123,728
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$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 ¹		\$395	\$395	\$2,417	\$2,417			\$6,201	\$6,201	\$9,013
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	1	\$11,052	\$11,052	\$2,828	\$2,828	\$2,984	\$2,984	\$6,737	\$6,737	\$23,601
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)				\$3,073	\$3,073	\$70,494	\$70,494			\$73,567
	Local Transportation Climate Adaptation Program (LTCAP) ¹										
	Other (See Appendix B)										
	State Total		\$42,386	\$42,386	\$87,336	\$87,336	\$133,475	\$133,475	\$93,045	\$93,045	\$356,242
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,455	\$3,455	\$3,279	\$4,082	\$3,015	\$3,015	\$3,653	\$3,653	\$14,205
	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	\$646	\$674	\$674	\$703	\$703	\$734	\$734	\$2,757
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277	\$200	\$200			\$153	\$153	\$630
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	Federal Transit Total		\$4,378	\$4,378	\$4,153	\$4,956	\$3,718	\$3,718	\$4,540	\$4,540	\$17,592
FEDERAL HIGHWAY	2		\$6,160	\$6,160	\$2,161	\$2,161	\$2,100	\$2,100	\$2,270	\$2,270	\$12,691
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program										
	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)	3									
	Tribal Transportation Program										
	Carbon Reduction Program (CRP)		\$459	\$459	\$305	\$305	\$156	\$156	\$487	\$487	\$1,407
	Promoting Resilient Operations for Transformative (PROTECT)										
	Other (see Appendix D)		\$33,080	\$33,080	\$50,000	\$50,000	\$244	\$244			\$83,324
	Federal Highway Total		\$39,699	\$39,699	\$52,466	\$52,466	\$2,500	\$2,500	\$2,757	\$2,757	\$97,422
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$44,077	\$44,077	\$56,619	\$57,422	\$6,218	\$6,218	\$7,297	\$7,297	\$115,014
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
	PROGRAMMED TOTAL		\$198,004	\$198,004	\$159,612	\$161,218	\$165,298	\$165,298	\$110,859	\$110,859	\$635,379

MPO 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)

TABLE 3: REVENUE-PROGRAMMED

Item 4-4-H.

Madera County Transportation Commission
 2025 FTIP
 Amendment 13
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT	
		FY 2025		FY 2026		FY 2027		FY 2028			
		Amendment		Amendment		Amendment		Amendment			
		Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13	Prior No. 12	Current No. 13		
LOCAL	Local Total										
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹										
	SHOPP										
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹										
	STIP										
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹										
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹										
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
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										
	FTA Transfer from Prior FTIP										
	Other										
		Federal Transit Total									
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437
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)											
Promoting Resilient Operations for Transformative (PROTECT)											
Other											
	Federal Highway Total	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437	
FEDERAL RAIL	Other Federal Railroad Administration										
	Federal Railroad Administration Total										
	Federal Total	\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other										
	Innovative Financing Total										
REVENUE - PROGRAM TOTAL		\$56	\$56	\$98	\$98	\$204	\$204	\$79	\$79	\$437	

Template Updated: 3/5/2024



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-I
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

California Freight Mobility Plan 2027

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

In collaboration with various State, regional and local partners, public and private sectors, and the members of the CA Freight Advisory Committee (CFAC), Caltrans is currently updating the California Freight Mobility Plan (CFMP) to provide a long-term vision for California's freight future. The CFMP 2027 will be a comprehensive plan that governs the immediate and long-range planning activities and capital investments by the state with respect to freight movement. The CFMP 2027 will build off the outreach and work done for the CFMP 2023 and include the new requirements for freight provisions of the federal Infrastructure Investment and Jobs Act (IIJA).

Content development and outreach and engagement efforts to solicit feedback for the CFMP 2027 update are currently underway. Visit the [CFMP 2027 webpage](#) on the Caltrans Engagement Portal to provide your feedback via the survey.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



California Freight Mobility Plan 2027

Overview

In collaboration with various State, regional and local partners, public and private sectors, and the members of the CA Freight Advisory Committee (CFAC), Caltrans is currently updating the California Freight Mobility Plan (CFMP) to provide a long-term vision for California's freight future. The CFMP 2027 will be a comprehensive plan that governs the immediate and long-range planning activities and capital investments by the state with respect to freight movement. The CFMP 2027 will build off the outreach and work done for the CFMP 2023 and include the new requirements for freight provisions of the federal Infrastructure Investment and Jobs Act (IIJA).

Background

California's multimodal freight transportation system facilitates the reliable and efficient movement of goods while ensuring a prosperous economy, social equity, and human and environmental health. The CFMP complies with California State Government Code Section 13978.8(b)(1) (Assembly Bill 14, Lowenthal) and the freight provisions of the federal Fixing America's Surface Transportation Act (FAST Act) and the IIJA, which requires each state that receives funding under the National Highway Freight Program to develop a State Freight Plan.

CFMP 2027 Vision Statement:

California envisions a safe, resilient, and integrated multimodal freight system—one that boosts the economy, supports public health and the environments, and protects the state's people and assets to ensure the benefits of freight are shared by all.

**Subject to change during review process*

CFMP 2027 Proposed Goals

Multimodal Mobility & Connectivity –

Integrating all modes of freight transportation to enhance efficiency, sustainability, and reliability of goods movement.

Economic Prosperity –

Improving California's Competitiveness through strategic freight investments, increased productivity and workforce development.

Public Health & Environmental Stewardship –

Responsibly evaluating and managing potential public health risks and prioritizing environmental preservation efforts to mitigate negative impacts of the freight system.

Safety & Resiliency –

Protecting people, infrastructure, and the environment by ensuring compliance with regulations, assessing risks, and preventing harmful outcomes.

Asset Management –

Maintain and preserve assets and infrastructure through monitoring and risk management operations to enhance cost efficiency and system performance.

Schedule

Content development and outreach and engagement efforts to solicit feedback for the CFMP 2027 update are currently underway.

The CFMP 2027 Draft will be ready for review in December 2026 and prepared for submittal to Federal Highway Administration (FHWA) by June/July 2027.

For more information, email CFMP@dot.ca.gov

Public & Industry Survey

We are currently collecting feedback via our Public and Industry surveys.

The public survey is designed for members of the community to share their perspectives and thoughts on how freight activities impact their communities. The industry survey is geared towards any individuals who work in or around the freight industry. All feedback will be used to help identify key themes and inform the objectives and strategies of the CFMP 2027.

Scan the QR code below to access our CFMP 2027 webpage on the Caltrans Engagement Portal to provide your feedback via the survey!



Contact Us

KALIN PACHECO
Office Chief, Freight Planning
Kalin.Pacheco@dot.ca.gov
(916) 307-0852





STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-J
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

MCTC State Highway Operation and Protection Program (SHOPP) Comment Letter and Public Hearings

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

MCTC provided a comment letter for the Draft 2026 State Highway Operation and Protection Program (SHOPP) that strongly emphasized the need to maintain funding this fiscal year and avoid further delays to the State Route 99 (SR 99) South Madera 6 Lane project. This segment of SR 99 remains a critical corridor for our region, and recent events have underscored the urgency of advancing this project. A recent tragic double fatality in this section of the freeway underscores the very real and immediate safety risks faced by the traveling public.

Current SHOPP funding in the amount of \$54.7 million, allocated in FY 25-26 for the SR 99 South Madera 6 Lane project, should remain in this fiscal year and not be delayed to FY 2026-27. Additionally, current and proposed Interregional Transportation Improvement Program (ITIP) funds should be advanced to FY 25-26.

The California Transportation Commission (CTC) will conduct public hearings for the proposed adoption of the 2026 State Highway Operation and Protection Program (SHOPP). As part of CTC's review of the program, CTC will hold one hearing in Northern California and one hearing in Southern California to solicit stakeholder input regarding the proposed program (see attached). The South hearing will be held on Thursday, February 5, 2026, in San Diego and the North hearing will be held in Stockton on Thursday, February 12, 2026. Virtual attendance for the hearings will be provided via Zoom.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.

December 30, 2025

Dina El-Tawansy, Director
Department of Transportation, Director
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Director El-Tawansy,

On behalf of the Madera County Transportation Commission (MCTC), thank you for the opportunity to provide comments on the Draft 2026 State Highway Operation and Protection Program (SHOPP).

We understand and appreciate the challenges associated with the current project funding shortfall and recognize the difficult decisions that must be made to balance statewide needs. We value our partnership with Caltrans and acknowledge the efforts underway to responsibly manage limited resources while maintaining and improving the state highway system.

That said, we strongly emphasize the need to maintain funding this fiscal year and avoid further delays to the State Route 99 (SR 99) South Madera 6 Lane project. This segment of SR 99 remains a critical corridor for our region, and recent events have underscored the urgency of advancing this project. A recent tragic double fatality in this section of the freeway underscores the very real and immediate safety risks faced by the traveling public.

Current SHOPP funding in the amount of \$54.7 million, allocated in FY 25-26 for the SR 99 South Madera 6 Lane project, should remain in this fiscal year and not be delayed to FY 2026/27. Additionally, current and proposed Interregional Transportation Improvement Program (ITIP) funds should be advanced to FY 25/26.

Maintaining funding for high-risk corridors, such as SR 99, should remain a top priority. The loss of life reinforces the importance of advancing this project without further delay. Protecting motorists' safety and saving lives must take precedence, and timely investment in this corridor is essential to achieving those outcomes.

For these reasons, we request that Caltrans continue to prioritize funding for the SR 99 South Madera 6 Lane project and take all possible steps to advance it immediately. Our region stands ready to support Caltrans in advancing this critical safety project.

Thank you for your continued partnership and for considering our comments. Please do not hesitate to contact Patricia Taylor, Executive Director of the Madera County Transportation Commission, at patricia@maderactc.org should you have any questions or require additional information.

Sincerely,

Jose Rodriguez

[Jose Rodriguez \(Dec 31, 2025 21:20:43 PST\)](#)

Jose Rodriguez, Chair

Madera County Transportation Commission

cc: The Honorable Marie Alvarado-Gil, Senator, 4th District
The Honorable Anna Caballero, Senator, 14th District
The Honorable Esmeralda Z. Soria, Assemblymember, 27th District
The Honorable David J. Tangipa, Assemblymember, 8th District
Michael Navarro, Caltrans District 6 Director
Tanisha Taylor, California Transportation Commission, Executive Director



California Transportation Commission

SAVE THE DATE

2026 State Highway Operation and Protection Program (SHOPP) Hearings

Thursday, February 5, 2026

10:00 AM South Hearing for the 2026 SHOPP

**San Diego Association of Governments
1011 Union Street
San Diego, CA 92101**

Hybrid option available via Zoom. Please register at:

https://zoom.us/webinar/register/WN_w7CZBnAYROOdZWMrAzxdog

Thursday, February 12, 2026

1:00 PM North Hearing for the 2026 SHOPP

**San Joaquin Council of Governments
555 E Weber Ave
Stockton, CA 95202**

Hybrid option available via Zoom. Please register at:

https://zoom.us/webinar/register/WN_SxITvHJ8QCa_WhUL6rO_ZA

Please mark your calendars for the upcoming California Transportation Commission Hearings for the proposed adoption of the 2026 State Highway Operation and Protection Program (SHOPP). As part of the Commission's review of the program, and as required by Government Code 14526.5, the Commission will hold one hearing in Northern California and one hearing in Southern California to solicit stakeholder input regarding the proposed program.

Stakeholders are invited to attend and provide comments in person. And in order to encourage as much accessibility as possible, a virtual attendance option will also be available via Zoom.

Additional meeting details and agenda materials will be made available prior to the hearings on the [Commission's website](#).

Additional information regarding the SHOPP Program can be found [here](#).

For more information, please contact:

Timothy Sobelman, Chief Engineer at Timothy.Sobelman@catc.ca.gov

Jon Pray, Assistant Chief Engineer at Jon.Pray@catc.ca.gov

Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 4-K

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

2026 State Transportation Improvement Program (STIP) Public Hearings

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California Transportation Commission (CTC) will conduct public hearings for the proposed adoption of the 2026 State Transportation Improvement Program (STIP). CTC will hold one hearing in Northern California and one hearing in Southern California to solicit stakeholder input regarding the proposed 2026 STIP. Virtual attendance for the hearings will be provided via Zoom. The scheduled hearing dates are as follows:

CTC STIP Hearings, North
Wednesday, January 28, 2026, at 10:00 AM
SACOG, 1415 L Street, Sacramento

CTC STIP Hearings, South
Thursday, February 5, 2026, at 1:00 PM
SANDAG, 1011 Union Street, San Diego

CTC publishes staff recommendations
February 27, 2026

CTC Adopts 2026 STIP
March 19-20, 2026
Los Angeles Region

Additional information may be found on the CTC's [website](#).

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 5-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Update – 2026 State Legislative Program Draft Summary and Draft MCTC 2026 State Legislative Platform

Enclosure: Yes

Action: Approve MCTC 2026 State Legislative Platform

SUMMARY:

Gus Khouri of Khouri Consulting prepared the following enclosures:

1. State Legislative Update – 2026 State Legislative Program Draft Summary
Key highlights from the memorandum include:
 - State budget forecast and potential impacts on transportation funding
 - Overview of the MCTC 2026 Draft State Legislative Platform, including the following priority focus areas:
 1. Acquiring funding for priority projects
 2. Leveraging regional partnerships
 3. Enhancing transit service
 4. Addressing mobility needs and meeting climate mandates
 5. Expanding passenger rail service
2. MCTC 2026 State Legislative Platform – Draft
This memorandum outlines proposed goals and strategies associated with the five priority issue areas listed above.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



January 14, 2026

TO: Board Members, Madera County Transportation Commission

FROM: Gus Khouri, President
Mitch Weiss, Legislative Advocate
Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – 2026 STATE LEGISLATIVE PROGRAM DRAFT SUMMARY**

2026 Outlook

The legislature reconvened on January 5 from the Winter Recess. While the legislature helped resolve the uncertainty of the continuation of the Cap and Trade, now rebranded as the Cap and Invest Program, the legislature will face complex challenges in 2026. Senator Monique Limón (D- Santa Barbara), who was nominated on November 17 to be the next Senate President pro Tempore of the Senate, was sworn in on January 5.

State Budget Forecast

On November 19, the Legislative Analyst's Office (LAO) released its 2026-27 [Fiscal Outlook](#), which estimates an \$18 billion General Fund shortfall. While revenues are projected to be up by \$11 billion between FY 24-25 and FY 26-27, constitutional requirements to fulfill education spending, which has a higher floor each year, and debt service, nearly wipe out the gain (\$10 billion). Increased costs for pensions, Medi-Cal, and Corrections have added \$6 billion.

The state's reliance on volatile revenue sources such as capital gains, corporate, and personal income taxes results in wild swings. In the past three years, the legislature has had to solve deficits of \$27 billion in FY 23-24, \$55 billion in FY 24-25, and \$43 billion in FY 25-26. This contrasts with a \$97.5 billion surplus in FY 22-23 and \$76 billion surplus in FY 21-22. The LAO estimates a \$15 billion to \$25 billion structural deficit through FY 28-29.

On January 9, Governor Newsom released his proposed FY 2026-27 State Budget. The 2026-27 Budget, which includes \$348.9 billion in General Fund spending and \$23 billion in reserves, is projected to result in a \$2.9 billion deficit. This is in stark contrast to the LAO's 2026-27 [Fiscal Outlook](#), which estimates an \$18 billion General Fund shortfall. The difference is the Governor's Budget forecast reflects General Fund revenues that are more than \$42 billion higher over the budget window (\$31 billion more than the LAO projected due), from 2024-25 through 2026-27, than projected at the 2025 Budget Act—an

increase driven by higher cash receipts, higher stock market levels, and an improved economic outlook rather than the LAO's conservative approach that capital gains revenues will regress by 20 percent, which the Governor does not factor. The Governor estimates a deficit of roughly \$22 billion in the 2027-28 fiscal year and shortfalls in the two years following.

Impact on Transportation

There are no changes to funding for transportation programs, which are predominantly reliant on special funds such as the gas tax, vehicle registration fees, or cap-and-invest auction proceeds. It remains to be seen if the legislature can fulfill its obligation to fully allocate the remaining balance of SB 125 funding for transit capital and operations. That will be contingent upon the accrual of Cap and Invest auction proceeds, which have come in more than \$350 million below expectations through the past two auctions. There is not much, if any, capacity within the \$1 billion legislative appropriation bucket, due to \$250 million in various commitments. The budget act also requires the Greenhouse Gas Reduction Fund (GGRF) to absorb Cal Fire expenses that were borne by the General Fund, including \$1.25 billion in FY 26-27, \$500 million in FY 27-28, and \$500 million in FY 28-29.

MCTC 2026 Draft State Legislative Platform Summary

MCTC annually adopts a state legislative platform that outlines its priorities, enabling legislative and regulatory advocacy to aggressively pursue or protect state resources, and to support or oppose legislation or regulations that serve the interests of county residents. This summary provides context for the draft 2026 State Legislative platform, including opportunities and threats we will navigate this year.

1. Acquiring Funding for Priority Projects

MCTC's primary objective has been to obtain funding to enhance safety on Highways 41, 99, and 233, as well as to implement multimodal improvements to enhance transit and active transportation.

Opportunities will be contingent upon the availability of state funding, which has been in decline or constrained, with the reliance on gas tax revenue, and the reorientation of an extended Cap and Invest Program that deprioritizes transit and absorbs General Fund obligations.

It is imperative that a successor to the gas tax and the diesel sales tax be enacted as soon as possible to fund highway safety projects, local streets and roads, transit, passenger rail, and active transportation.

Road User Charge – Gas Tax Successor Source

Gas tax, the primary source of transportation funding, is declining in revenue due to increased fuel efficiency. In 2014, the Legislature initiated a pilot program (SB 1077) to study a road charge model as a potential replacement for the gas tax. Due to the limited number of participants from rural and low-income areas, more work is needed to recommend an appropriate charge rate. A recent pilot was tested at 2.5 cents per mile. Issues for implementation include protecting privacy relating to data collection, enforcement, and compliance. There are concerns about equity and affordability, particularly in less densely populated areas where the jobs-housing imbalance is more pronounced, forcing people to drive farther to access work, goods, and services.

In 2017, SB 1 increased the gas tax, indexed it to inflation, and enacted other funding increases for transportation. SB 1 has delayed action on landing on a solution to the waning gas tax income, but the problem of finding a replacement for the gas tax as the primary source of transportation funding may come to the forefront soon due to the drop in revenue. The Legislative Analyst's Office (LAO) estimates the state will experience a \$5 billion reduction in funding over the next decade. The [LAO report](#)

projects declines of \$5 billion, or 64%, in the state's gasoline excise tax, \$290 million, or 20%, in the diesel excise tax, and \$420 million, or 20%, in the diesel sales tax, over the next decade.

For 2026, MCTC has approximately \$4.5 million in programming capacity in State Transportation Improvement Program (STIP) funds, a flexible, formula-based funding source that can be used for local streets and roads, highways, mass transit guideways, and active transportation. The STIP would be compromised without a solution to the gas tax funding source. Each city and county would see a reduction in funding for local streets and roads, as would Caltrans for maintaining the state highway system and transit agencies for transit capital and operations, due to a decline in diesel sales tax revenue. The objective is complete work between Avenues 7 and 12 on State Route 99.

Conversion to a Vehicle Registration Fee is a Viable Solution

The Vehicle Registration Fee (VRF) is agnostic to fuel source, fuel economy, and travel patterns, protecting privacy and providing a stable, predictable, and growing source of funding. Even with indexing to inflation, as cars depreciate, car owners would pay less. It is possible that the State could convert entirely to a vehicle registration fee, eliminate the state gas tax (currently 61.2 cents per gallon), and reduce the Road Improvement Fee (RIF), which is a fee collected on electric vehicles.

California has over 32 million registered vehicles, and electric vehicles make up less than 3.4% of that amount (1 million). In 2024, the [New Car Dealers Association reported](#) that 1.75 million vehicles were sold statewide, with almost 400,000 of those being electric vehicles, roughly one in every four vehicles sold. Even when considering [Governor Newsom's Executive Order N-79-20](#), which requires that all cars manufactured in the state be electric vehicles by 2035, it would take over 18 years to fully convert to an all-electric vehicle fleet, and this is before considering the removal of federal rebates and incentives for electric vehicles, which could further stagnate conversion.

Car owners statewide could save between 77% and 87% if the State fully converted to a VRF system rather than the current VRF and gas tax. On average, each registered driver statewide pays about \$292 or \$261 in gas tax per registered vehicle annually.

The legislature will continue to conduct information hearings to discuss options. Assembly Transportation Committee Chair Lori Wilson has indicated her intention to use AB 1421 as the vehicle for a gas tax replacement mechanism.

2. Leverage Regional Partnerships

MCTC is a regional transportation planning agency and metropolitan planning organization, supported by a local sales tax dedicated to transportation purposes. As a result, it is a member of coalitions such as the California Association of Councils of Governments (CALCOG) and the Self-Help Counties Coalition, which help coordinate with MCTC on priority issues relating to air quality, housing, and transportation. MCTC is also a member of the San Joaquin Valley Regional Policy Council, which focuses on air quality, housing, and improvements to transportation infrastructure, such as Highway 99 and other key arterials that accommodate goods movement and tourism. Remaining competitive for state grant opportunities is imperative, but that objective is becoming increasingly complex as state mandates to limit greenhouse gas emissions and vehicle miles traveled become more stringent. MCTC will work with the Policy Council and other stakeholders to maintain our competitiveness for state funding.

3. Enhance Transit Service

Transit has faced challenges since the COVID-19 pandemic. However, many systems have recovered to pre-pandemic levels, but most struggle due to funding declines and uncertainty. Transit predominantly relies on the ¼-cent provided through the Transportation Development Act and the State Transit Assistance program, funded by a portion of the diesel sales tax, and Cap and Invest auction proceeds. Cap and Invest has been recast to cap transit funding as a low-line-item priority contingent upon available funding, rather than its previous treatment of receiving 15% of all auction proceeds. The legislature is struggling to honor a rare one-time commitment made during FY 22-23 through SB 125, when the State was enjoying a General Fund surplus for operations and capital needs.

Cap and Invest Program Allocations – Complexity in Keeping Commitments to Transit

On September 13, the legislature approved AB 1207 and SB 840, which comprise the package to extend and fund the Cap-and-Trade Program, now rebranded as Cap and Invest.

[AB 1207 \(Irwin\)](#) extends the Cap and Invest program through 2045 and reforms the use and accountability of auction credits. It also provides greater oversight on the California Air Resources Board (CARB), which would have to appear before the legislature to discuss the administration of the program.

[SB 840 \(Limón\)](#) establishes a new structure for allocating the Greenhouse Gas Reduction Fund (GGRF) beginning with the 2026-27 fiscal year, including \$1 billion for high-speed rail, \$1 billion reserved for discretionary appropriation, \$1.85 billion in commitments to other major categories consistent with previous appropriations, and \$125 million in new funding for free transit passes and \$250 million in financial incentives for local air districts to fund community emissions reduction programs. Legislative or regulatory direction will be needed to administer the \$125 million in funding made available for a new free transit pass program. It is uncertain whether funds will be available on a formulaic or competitive basis, and what the award cap would be.

There is not much, if any, capacity within the \$1 billion legislative appropriation bucket, due to \$250 million in various commitments. The budget act also requires the Greenhouse Gas Reduction Fund (GGRF) to absorb Cal Fire expenses that were borne by the General Fund, including \$1.25 billion in FY 26-27, \$500 million in FY 27-28, and \$500 million in FY 28-29. The GGRF contribution would be reduced to \$500 million if the General Fund were not in deficit, but a \$18 billion deficit is expected.

TIRCP and LCTOP are provided with a ceiling of funding (\$400M and \$200M, respectively, which is approximately the 10% and 5% each program receives through the existing continuous appropriation. By having line items, TIRCP and LCTOP have a ceiling but no floor, based on available revenue.

Impact on MCTC

There is an outstanding balance of prior commitments, such as the Zero Emission Transit Capital Program (\$690 million combined in FY 26-27 and FY 27-28), and \$388 million for SB 125 formula-based TIRCP (\$188 million) and competitive funds (\$200 million for Cycle 6 and 7) through FY 2026-27, that are not itemized, but can be honored through legislative appropriation or through the excess balance of funds that materialize through auctions. MCTC has not received its full share of the \$18.8 million allocated under SB 125, Chapter 54, Statutes of 2023.

In September, the Department of Finance (DOF) estimated that auction proceeds should generate \$4.2B for FY 26-27, down from \$4.4B in FY 24-25. With all the prescriptive line items, if the DOF estimate

holds, it would leave around \$107M unprogrammed for any purpose. This is the balance of funding that they would use to pay down the previous SB 125 and TIRCP Cycle 6 and 7 commitments. If revenue exceeds \$4.2 billion, the legislature can augment any program or even accelerate the SB 125 and TIRCP Cycle 6 and 7 competitive grant commitments.

As the legislature deliberated on the Cap and Invest extension, there was a prevailing view that higher-than-projected revenues could materialize with an extension and market stability, providing an opportunity to supplement funding for transit capital and operations, including passenger rail.

However, the Department of Finance estimated in September that Cap and Invest revenues for FY 2026-27 would be \$4.2 billion, down from the \$4.4 billion realized in FY 2025-26. The reduced forecast is due to a steep decline in auction proceeds following an underwhelming June auction. A recent auction in November resulted in \$150 million fewer credits being sold than in November 2024. If the market does not rebound, meeting current obligations for transit capital and operations will be difficult.

MCTC will aggressively pursue the full balance of SB 125 funds and advocate for any excess revenues generated by the Cap and Invest program to augment transit capital and operations needs and push for excess auction proceeds to supplement transit needs.

4. Addressing Mobility and Meeting Climate Change Mandates

Metropolitan planning organizations, such as MCTC, must prepare a sustainable communities strategy to be eligible to access state grant funding opportunities. The SCS is a document that details how a region intends to create livable communities by addressing housing needs, reducing miles traveled, and greenhouse gas emissions. The California Air Resources Board, which approves the plans, has become more stringent in its approval process due to ever-changing greenhouse gas reduction targets that do not correlate with a region's density, demographics, or travel patterns. MCTC must be able to access SB 1 competitive grant funding to address multimodal needs and safety projects on the state highway system, particularly Highway 99, which accommodates national goods movement and tourism. Madera County's low population density, socio-economic status, geography, and its role in accommodating traffic from other parts of the state and nation must be factored into equitable expectations.

In coordination with CALCOG and the Policy Council, MCTC has been advocating for greater flexibility and the elimination of duplicative processes in complying with state air quality standards, so that solutions account for Madera County's population density, vehicle miles traveled, and housing reflect a region's geography, demographics, travel patterns, and availability of alternative modes.

5. Expand Passenger Rail Service

MCTC advocated for extending the Cap-and-Trade program, now rebranded as Cap and Invest, and supported \$1 billion for high-speed rail to ensure sufficient funding to complete its initial operating segment and stations, such as the one planned for the City of Madera. Investments in passenger rail service significantly help mobility, ease highway congestion, and achieve greenhouse gas emission reduction goals. MCTC will work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, and Union Pacific Railroad to expand passenger rail service to accommodate for Madera County residents.

MCTC 2026 State Legislative Platform - DRAFT

Issue	Goal	Strategy
<p>1. MCTC's Funding Priorities</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources.</p>	<p>MCTC will remain diligent in acquiring approved state funding and competing for additional state funds to improve safety, congestion management, and goods movement throughput, and general economic vitality on State Routes 41 and 99, and State Route 233 Interchange Project.</p> <p>MCTC will also assist local jurisdictions to pursue revenue made available through the Cap and Invest and Active Transportation Programs, including maintenance costs for awarded projects with coordination within Caltrans right-of-way, and for operations and capital needs for bus, rail and bicycle and pedestrian programs.</p> <p>MCTC supports increased permanent funding for the Active Transportation Program and advocating for maintenance costs to be covered by Caltrans for state highway and road projects located in its right of way.</p> <p>MCTC supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers, school, or medical facilities. Balancing the need of weaning our dependence on petroleum to fund transportation, while ensuring that a regressive replacement funding mechanism to the gas tax is not imposed, is critical to protecting disadvantaged communities and Madera County residents in conducting daily activities. Utilizing the vehicle registration fee may prove to be a more equitable option. MCTC will monitor the Road User Charge Technical Advisory Committee's activities.</p> <p>MCTC will advocate for utilizing prospective excess auction revenues from the Cap and Invest Program to augment passenger rail service.</p>
<p>2. Regional Partnerships</p>	<p>Coordinate with the San Joaquin Valley Policy Council to raise awareness for the Highway 99 Corridor and highlight its'</p>	<p>MCTC will work with San Joaquin Valley COGs (Fresno, Kern, Kings, Merced, San Joaquin, Stanislaus, Tulare) and Caltrans to raise awareness of the importance of Highway 99 and its need for improvements as one of the two major</p>

Issue	Goal	Strategy
	<p>importance as a transportation facility of state and national significance.</p>	<p>interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas.</p> <p>MCTC will collaborate with San Joaquin Valley partners to pursue funding to improve safety and goods movement conditions on Highway 99.</p> <p>MCTC will coordinate with the metropolitan planning organizations in the San Joaquin Valley to ensure that efforts to reduce greenhouse gas emission account for opportunities and limitations within the region.</p> <p>MCTC will advocate to ensure that goals expressed in the Caltrans System Investment Strategy (CSIS) does not limit the ability to address safety and goods movement projects on the state highway system.</p>
<p>3. Pursue Transit Funding</p>	<p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p>	<p>MCTC will monitor the CalSTA TDA working group and support modifications to the TDA process as appropriate to ensure that the county’s transit operators are provided with flexibility to continue accessing funding to maintain and expand service.</p> <p>MCTC will support efforts to advocate for additional flexibility for TDA, State Transit Assistance Program, and State of Good Repair funding. This includes supporting an extension of AB 149 of 2021, which provides relief from meeting farebox recovery ratios through FY 25-26, and seeking additional funding for operations, and a successor source to the sales tax on diesel to fund transit capital and operations.</p> <p>MCTC will also advocate for new formula funding to transit operators that provides dedicated public transit service for state and national parks. This would support YARTS service through Madera County (Mariposa, Merced, Tuolumne and Mono as well) to support access to Yosemite National Park.</p> <p>MCTC will advocate to protect and acquire its remaining share of SB 125 formula funds provided by the legislature for operations and capital needs.</p>

Issue	Goal	Strategy
		<p>MCTC will also advocate for a portion of the new \$125 million pot set aside for free transit passes to assist with meeting regional mobility options for Valley residents.</p>
<p>4. Greenhouse Gas Emissions Reduction Mandates</p>	<p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals.</p> <p>Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Monitor the implementation of SB 743, potential modification of SB 375, and protect the ability to continue addressing congestion management and safety on the state highway system without compromising economic activity.</p>	<p>MCTC will work with organizations such as the California Chamber of Commerce, California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote regional job and housing creation to reduce vehicle miles traveled. This includes acquiring funding to expand the infrastructure and incentives, particularly for disadvantaged communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure MCTC will oppose efforts to continually revise emissions or vehicle miles traveled targets, which undermine previous investments and condition competitiveness for state funding beyond what is achievable for the region.</p> <p>MCTC will work with organizations such as the California Chamber of Commerce, California League of Cities, California State Association of Counties, San Joaquin Valley Policy Council, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes monitoring the implementation of SB 743, and potential extension of SB 375, and impacts on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded, and there not a negative impact on the local economy.</p> <p>MCTC supports legislation to allow small to medium-sized metropolitan planning organizations greater flexibility in complying with state air quality standards so that solutions regarding population density, vehicle miles traveled, and housing are emblematic of a region’s geography, demographics, travel patterns, and availability of alternative modes.</p>

Issue	Goal	Strategy
	<p>Support legislation to provide flexibility in meetings state climate goals.</p> <p>Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.</p>	<p>MCTC will collaborate with all stakeholders to implement CAPTI to promote mode-shift where feasible, while also working towards completing key highway projects that enhance safety, and support goods movement, tourism, disaster response, and military operations.</p>
<p>5. Passenger Rail</p>	<p>Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California</p> <p>Maintain and increase funding for commuter and intercity passenger rail for Ace/ San Joaquins. Pursue funding opportunities made available through CalSTA.</p>	<p>MCTC will work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, and Union Pacific Railroad to expand passenger rail service to accommodate for Madera County residents.</p> <p>MCTC will also continue to diligently work on establishing extended commuter/intercity rail service to not only offset the impacts of congestion on SR 99, but to also reduce greenhouse gas emissions, and expand mobility options.</p> <p>MCTC will advocate to increase and acquire funding from CalSTA through the Low Carbon Transit Operations Program, State Rail Assistance and Transit Capital and Intercity Rail Program to expand transit and passenger rail service in the county.</p> <p>MCTC supports the Governor’s plan for further passenger rail investments, the 2024 California State Rail Plan, and California High-speed Rail Authority’s 2024 Business Plan to complete the Early Operating Segment between Merced and Bakersfield between 2030 and 2033.</p>



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 5-B

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Social Service Transportation Advisory Council's (SSTAC) FY 2026-27 Unmet Transit Needs Recommendations – Resolution No. 26-01

Enclosure: Yes

Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council's (SSTAC) FY 2026-27 Unmet Transit Needs findings by Resolution No. 26-01

BACKGROUND:

Pursuant to Section 99401.5 of the California Public Utilities Code, the Madera County Transportation Commission (MCTC), as the Regional Transportation Planning Agency, is responsible for performing the annual “unmet transit needs” process. The purpose of this process is to ensure that all “unmet transit needs” that are “reasonable to meet” are met on transit service before any Transportation Development Act (TDA) funds are expended for non-transit uses, such as streets and roads. If the MCTC Policy Board, through the unmet transit needs process, identifies an “unmet transit need” and determines the need is “reasonable to meet,” these transit needs must be met before any TDA funds are expended for non-transit uses, such as street and road projects. According to CA PUC Section 99401.5 (c), an agency's determination of needs that are “reasonable to meet” shall not be made by comparing unmet transit needs with the need for streets and roads.

In 2022, the MCTC Policy Board adopted the following definitions by Resolution No. 22-01 for its Unmet Transit Needs process:

- A. UNMET TRANSIT NEEDS: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. REASONABLE TO MEET: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
 1. Feasibility

- The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC Section 99401.5(c).
 - Sufficient ridership potential exists for new, expanded, or revised transit services.
 - The proposed transit service will be safe and comply with local, state, and federal law.
2. Community Acceptance
 - The proposed transit service has community support from the general public, community groups, and/or community leaders.
 3. Benefit to Population
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 4. Cost Effective
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
 5. Consistent with Intent of Existing Transit Service(s)
 - Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
 - The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

The role of the Social Services Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of unmet transit needs within Madera County. The MCTC Policy Board makes the final determination, taking into consideration the recommendations of the SSTAC, and adopts a finding of fact for each jurisdiction by resolution. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of the Council. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC Policy Board which finds, by resolution, that:

1. There are no unmet transit needs,
 2. There are no unmet transit needs that are reasonable to meet,
 3. There are unmet transit needs, including needs that are reasonable to meet.
- C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

The annually required public hearing to receive comments regarding unmet transit needs was held on Wednesday, October 22, 2025, at the MCTC Policy Board meeting. In addition, since April 25, 2025, MCTC staff have received public input on potential unmet transit needs within the region. The SSTAC met on December 9, 2025, and evaluated all comments received using the MCTC Policy Board adopted “unmet transit need” and “reasonable to meet” definitions and made a recommendation to the MCTC Policy Board. The following staff summary was prepared in cooperation with the SSTAC. The SSTAC has also submitted a letter outlining its recommendations to the MCTC Policy Board under separate correspondence.

SUMMARY:

The SSTAC reviewed eight comments. Six of the comments were identified as potential unmet transit needs and were evaluated using the “unmet transit need” and “reasonable to meet” definitions.

The SSTAC has made the following recommendations for each jurisdiction:

SSTAC Recommendation for Madera County: There are no unmet transit needs that are reasonable to meet.

Additionally, the SSTAC requests the following to be addressed during the upcoming fiscal year:

- The SSTAC formally recommends that the County of Madera identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County’s microtransit feasibility study already completed, the SSTAC believes that additional planning should be accompanied by a clearer path toward implementation. The SSTAC recognizes microtransit as a viable solution to address the unique transportation needs of the county’s rural and mountain communities and urges the County of Madera to take concrete steps toward implementation.

SSTAC Recommendation for the City of Madera: There are no unmet transit needs.

SSTAC Recommendation for the City of Chowchilla: There are no unmet transit needs.

MCTC Staff concur with the SSTAC recommendations for all three jurisdictions.

The potential unmet transit needs that have been evaluated and the recommendations made by the SSTAC for Madera County (MCC) are as follows:

- PROVIDE FIXED ROUTE SERVICE FROM OAKHURST TO FRESNO AND/OR CLOVIS

SSTAC Recommendation: Not an unmet transit need.

Discussion: Service from Oakhurst to Fresno is available; however, the trip is lengthy and requires a transfer in Madera. Take the Eastern Madera County route into Madera. Transfer at the Intermodal Transportation Center and connect to the College/Children's Hospital route. The College/Children's Hospital route offers a connection from Madera to Fresno Area Express. The County also provides Medical Escort Service from Eastern Madera County to Fresno for medical appointments.

- EXPAND SERVICE IN OAKHURST, TO INCLUDE MORE ACCESS TO DOCTOR'S OFFICES, SHOPPING, ETC.

SSTAC Recommendation: Not an unmet transit need.

Discussion: At this time, MCC's fixed-route service provides stops at several key residential and commercial locations; however, not all shopping centers can safely accommodate a full-size bus for fixed-route access. The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated. MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst.

- INCREASE FIXED ROUTE SERVICES TO INCLUDE TWO DROP OFF TIMES INTO LA VIÑA

SSTAC Recommendation: Not an unmet transit need.

Discussion: Following the recommendation from the SSTAC and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to make sure that any future changes are aligned with existing rider preferences. Based on the feedback of the majority of the residents, the arrival schedule will be changed to 8:00AM and 6:20PM from La Viña. The SSTAC recommends monitoring the performance of the recent service changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to provide more service in La Viña in the future.

- ADD ANOTHER SERVICE DAY DURING THE WEEK AND ADD A WEEKEND SERVICE DAY TO THE EASTIN ARCOLA – RIPPERDAN - LA VIÑA ROUTE

SSTAC Recommendation: Not an unmet transit need.

Discussion: Current ridership is 1.2 riders per day, which may be improved with planned service changes. The SSTAC recommends monitoring the performance of the recent service changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to provide more service in La Viña in the future.

- IMPLEMENT MICROTRANSIT IN LA VIÑA

SSTAC Recommendation: Not an unmet transit need.

Discussion: Microtransit has long been identified as a potential strategy to address service gaps and increase service frequency in the county, including areas such as La Viña; however, the SSTAC recommends Madera County move towards a clear, defined path toward implementation.

- ADD A SHELTER, LIGHT POST, AND WASTE BASKET AT THE STOP ON VIÑA STREET

SSTAC Recommendation: Unmet transit need, not reasonable to meet

Discussion: Right-of-way limitations at the Viña Street bus stop currently prevent installation of a shelter and lighting. Resolving these constraints will require additional analysis to identify feasible solutions.

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Madera (Madera Metro).

There were no potential unmet transit needs that were evaluated by the SSTAC for the City of Chowchilla (CATX).

The rest of the comments received were determined to be either operational or non-transit issues. These comments were forwarded to the appropriate agencies to be addressed.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.



Unmet Transit Needs Comments

FY 2026-2027

April 25, 2025 – November 14, 2025

1. Online Survey #1

Name: Anonymous

Received: August 8, 2025

Q1: Which systems do you most frequently use?

A1: Madera Metro (Metro), (Metro) Dial-A-Ride, Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Eastern Madera County Senior Bus, MCC Madera Dial-A-Ride (DAR), Eastern Madera County Escort Service, Kerman

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Every fast-food place.

Q3: Describe the transit improvements(s) you are requesting.

A3: Complementary snacks.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, because it's safe.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Respondent skipped this question.

[Social Services Transportation Advisory Council Recommendation: None](#)

2. Online Survey #2

Name: Anonymous

Received: September 26, 2025

Q1: Which systems do you most frequently use?

A1: Eastern Madera County Escort Service, Mountain Bus Service

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Respondent skipped this question.

Q3: Describe the transit improvements(s) you are requesting.

A3: Bus Driver [REDACTED] missed 2 bus stops this week. One on Tuesday, at the gulf 41. 2nd one Friday 4:51 at the Medical Adventist Center. Both times I saw him drive past the bus stops.

Q4: Do you feel safe using transit? Why or why not?

A4: Not when they drive too fast.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Respondent skipped this question.

[Social Services Transportation Advisory Council Recommendation: This is an operational issue. Riders are encouraged to report any safety or customer service issues immediately as they occur. Timely reporting allows the agency to investigate and address these issues promptly.](#)

3. Online Survey #3

Name: Anonymous

Received: September 26, 2025

Q1: Which systems do you most frequently use?

A1: MCC Eastern Mountain Fixed Bus Stops

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Respondent skipped this question.

Q3: Describe the transit improvements(s) you are requesting.

A3: Respondent skipped this question.

Q4: Do you feel safe using transit? Why or why not?

A4: Respondent skipped this question.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Bus Driver [REDACTED] missed 4 bus stops. YLP club house, South Fork, even leaving behind a girl there. But then had to turn back and pick her up. He also lied to get saying he was late because he was running behind. But it was because he never went to the stop.

[Social Services Transportation Advisory Council Recommendation: This is an operational issue. Riders are encouraged to report any safety or customer service issues immediately as they occur. Timely reporting allows the agency to investigate and address these issues promptly.](#)

4. Online Survey #4

Name: Jessica Sanchez – Oakhurst Apartments

Received: September 29, 2025

Q1: Which systems do you most frequently use?

A1: Eastern Madera County Senior Bus

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Oakhurst Shopping, Doctor Appointments

Q3: Describe the transit improvements(s) you are requesting.

A3: It would be nice to have a bus on route in Oakhurst that picks up drops off at Apartment Complexes, doctor offices, shopping, etc.

Q4: Do you feel safe using transit? Why or why not?

A4: I am a Property Manager at a Low-Income Rental Assisted property. My residents need better access to go and do what they need to do. The ones who use the Senior Bus, appreciate the service very much.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Jessica Sanchez Oakhurst Apartments oakhurstapts@dkdpmco.com

[Social Services Transportation Advisory Council Recommendation: Not an unmet transit need. At this time, MCC's fixed-route service provides stops at several key residential and commercial locations; however, not all shopping centers can safely accommodate a full-size bus for fixed-route access. The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \\$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of](#)

15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated. MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst.

5. Online Survey #5

Name: Anthony Misner

Received: October 10, 2025

Q1: Which systems do you most frequently use?

A1: None of the above.

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Transportation in Eastern Madera County is severely LACKING! It is a HUGE BARRIER to citizens of all ages that need services and education.

Q3: Describe the transit improvements(s) you are requesting.

A3: A bus schedule that allows getting to Fresno/Clovis as well as Madera. The current schedule is not adequate.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Anthony Misner [REDACTED]

Social Services Transportation Advisory Council Recommendation: Not an unmet transit need

The annual cost to offer an additional run to the existing service offerings in Eastern Madera County is \$251,566.43. To support the current farebox rate of 10%, an additional 57 riders per day would be required. Current Eastern Route daily ridership is 74, or an average of 15 passengers per run. MCC does not have sufficient data to support the needed increase in ridership that needs to be generated.

Service from Oakhurst to Fresno is available; however the trip is lengthy and requires a transfer in Madera. Take the Eastern Madera County route into Madera. Transfer at the Intermodal Transportation Center and connect to the College/Children's Hospital route. The College/Children's Hospital route offers a connection from Madera to Fresno Area Express. The

County also provides Medical Escort Service from Eastern Madera County to Fresno for medical appointments.

MCC is exploring the potential for microtransit in the area, which could offer more flexibility. Because microtransit uses smaller vehicles and an on-demand service model, it may provide additional options for riders and improve overall accessibility in Oakhurst.

6. Online Survey #6

Name: Daisy Miramontes

Received: October 21, 2025

Q1: Which systems do you most frequently use?

A1: Madera County Connection (MCC)

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: I would like a stop by my home, [REDACTED], Madera CA to and from Madera Community College if possible. The trip I would like to be early in the morning Tues, Thur, Fri around 9am. Maybe Fri back.

Q3: Describe the transit improvements(s) you are requesting.

A3: The bus experience quality is really nice.

Q4: Do you feel safe using transit? Why or why not?

A4: Yes, I feel safe, the bus drivers are nice and respectful. Also, people keep to themselves.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Daisy Miramontes, [REDACTED]

[Social Services Transportation Advisory Council Recommendation: Not an unmet transit need.](#) Both the MCC and Madera Metro Dial-a-Ride services can accommodate this trip. This service area will be included in future microtransit service offerings. The population density in this area does not currently support additional fixed route service.

7. Online Survey #7

Name: Anonymous

Received: October 22, 2025

Q1: Which systems do you most frequently use?

A1: None of the above.

Q2: Are there places in Madera County you would like to travel to by bus but cannot? If so, where? To effectively evaluate your comment, please provide the nearest cross street or area of town, your destination, day of the week, and approximate time of day that you are interested in making your trip.

A2: Respondent skipped this question.

Q3: Describe the transit improvements(s) you are requesting.

A3: Respondent skipped this question.

Q4: Do you feel safe using transit? Why or why not?

A4: Respondent skipped this question.

Q5: (Optional) Your comments will be compiled in a report on Unmet Transit Needs. If you would like to be contacted regarding your comment please provide your name, phone number and/or email address.

A5: Respondent skipped this question.

[Social Services Transportation Advisory Council Recommendation: None](#)

8. Comment Letter

Name: Andrea Uribe, Policy Advocate, Leadership Counsel for Justice and Accountability

Received: November 12, 2025

November 12, 2025

Madera County Transportation Commission 2001 Howard Rd, Ste 201
Madera, CA 93637

Submitted electronically via email to: NAustin@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners, SSTAC Advisory Council Members, and MCTC Staff Members,

We work with rural communities in Madera County who bear the burden of pollution and disinvestment in their communities. We appreciate the opportunity to provide comments in response to the Unmet Transit Needs process and the consideration from Staff and the Board. We hope by providing these comments we can collectively identify solutions to the community's unmet transit needs while upholding MCTC's responsibilities to the Transportation Development Act. Our comments are based on feedback we have received from residents through various methods including, community meetings, door to door surveying, and anecdotal experiences provided by the community.

A. Incorporating Public Input to Determine the Definitions of "Unmet Transit" Needs and "Reasonable to Meet" Into Public Engagement Process

The transportation needs of all communities and residents are important. Within Madera County the natural and built environment discourages the use of active transportation methods. Currently, the San Joaquin Valley has some of the nation's worst air quality, failing to meet federal health standards for both ozone (smog) and particulate pollution¹. Additionally, Madera County has severe heat. Poor air quality, high temperatures, pungent odors from dairies, and high pesticide exposure risks—paired with the lack of sidewalks and pedestrian facilities—underscore both the importance of providing these services and the difficulty residents in Merced face in using active transportation and public transit. However, an improved public transportation system would help decrease air pollution, increase physical activity, and decrease traffic benefiting all of Madera County. Consequently, the current definition must be amended to include *all* unmet transit needs of Merced County residents that are reasonable to meet. The specificities of the definitions should be further informed by a yearly hearing designed to receive community feedback. This needs to be done in accordance with the Transportation Development Act and PUC § 99401.5 – Unmet Transit Needs Finding, which states, “The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency.” The definition of “Unmet Transit Need” and “Reasonable To Meet” were last established on April 20, 2022. These definitions should be re-visited to keep up with the needs of residents and allow for flexibility to extend programs as new policies such as Regional Transportation Plan and expenditure plans for tax measures such as Measure T come together.

B. Community Engagement within the Community of La Viña Reflects the Need for both additional and better service

As always, we are appreciative of the opportunity to participate in this public process, and the opportunity to collaborate with Madera County and MCTC staff members. Our organization has now participated in over 5 unmet transit needs hearings. Each time we have elevated the needs and priorities of disadvantaged unincorporated communities such as Fairmead and La Viña. This year's participation comes with additional information gathered from a survey in partnership with Madera County. For this survey we knocked¹ on all of the doors within the immediate¹ township of La Viña. We extend our gratitude to the Madera County Staff members coordinating this outreach and analysis to best serve Maderans. Within our outreach event we collected 40 surveys from La Viña residents and hosted a Community Meeting within the community of La Viña with Madera County Staff and Madera County Transportation Commission Staff Members. While the main objective of this outreach event was to identify “If there was an option to change the two current departure times for the La Vina Route from 8:45AM and 1:00PM to 7:30AM and 5:30PM, would that be: better, worse, about the same” for public transit users, we were able to gather other valuable information.

We will be using information from this survey to represent and advocate for the needs of La Viña residents. From the surveys we collected, some highlights included:

¹ [https://www.epa.gov/sanjoaquinvalley/epa-activities-cleaner-air#:~:text=The%20San%20Joaquin%20Valley%20has%20some%20of,are:%20%20**Ozone%20\(smog\)**%20%20**Particulate%20pollution**](https://www.epa.gov/sanjoaquinvalley/epa-activities-cleaner-air#:~:text=The%20San%20Joaquin%20Valley%20has%20some%20of,are:%20%20**Ozone%20(smog)**%20%20**Particulate%20pollution**)

- ❖ 25% of respondents used public transportation on a weekly or monthly basis. Respondents were about what prevented them from using public transportation more often.
- ❖ The top obstacles for access to public transportation included the current bus schedule, weather, accessibility features, and personal safety.
- ❖ The top requests included increasing the number of days the bus passed by the community and increasing the number of times the bus came by per day.
- ❖ Over half of the respondents said they would consider to start using public transit or use it more if these issues were addressed.

Ultimately, the need and support for public transportation were evident for community members. While the need may be evident to us and is reflected in the surveys collected, we ask for the continued outreach within small, unincorporated communities like La Viña. Figure 7 Distribution of Potentially Transit Dependent Populations by Census Tract of the Unmet Transit Needs FY 2025-2026 Final Analysis and Recommendations Report June 2025 does not include the La Viña Census Tract. However, the same report places the population of La Viña at 538 (Table 2) and the 2023 Population Estimate of Persons with Disabilities population at 126, making the potential percentage of transit dependent residents at 23.4%. This percentage is comparable or greater to the census tracts identified in Figure 7. Despite having small populations, rural areas and transit dependent residents deserve to have their needs represented and addressed.

C. Need to Prioritize Funding for Public Transit in Disadvantaged Communities

In previous years the Fare Box Recovery Rate of 10% has previously been cited to negate the unmet transit needs of La Viña Community Members. We refer back to Article 8 Section 99401.5 of the California Public Utilities Code states “the fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.” Additionally, not only are the Farebox recovery ratios under exemption,²The Transportation Development Act also makes room to respond to community² needs by providing allowable exemptions to the Fare Box Recovery Rate. The allowable expense exemptions are (1) the cost of providing ridesharing (carpooling and vanpooling) services, (2) the additional costs (exceeding the CPI-adjusted prior year costs) of providing “comparable, complementary,” ADA-compliant paratransit service, and (3) the cost of new routes or extensions of public transit service “until two years after the end of the fiscal year in which the extension of services was put into operation” (PUC § 99268.8). Many community members state that they do not use the transit system because it is not responsive to their needs. A two year period with additional hours can better serve the needs of residents and reflect the true need of public transit within small, disadvantaged communities.

The current Eastin Arcola - Ripperdan - La Vina Route schedule only passes three days a week with only one route a day does not meet the needs of many community members. Not only does La Viña have a limiting schedule, it is also not serviced by other programs such as

² <https://legiscan.com/CA/text/AB149/id/2425119>

Dial-A-Ride. PUC § 99155.1, states, “In areas where public transit services are unavailable, local transit providers shall give priority, in the use of funds allocated under the CalWORKs program and made available by the county, to the enhancement of transportation alternatives, such as, but not limited to, subsidies or vouchers, van pools, and contract paratransit operations, in order to promote welfare-to-work purposes.” Many of the transit needs in communities such as La Viña are surrounding medical appointments. MCTC needs to look for additional partnerships with various other medical and social service programs to pool resources to create a more responsive transportation system. Additionally, Agenda Item 7-7-B from MCTC’s Policy Board on May 29, 2024 show that in previous years, 2022 and 2023 Road Construction and maintenance took 54% and 76% of total TDA Expenditures, while Madera County Connection Transit Costs only took 19% and 21% respectively. Before TDA funds are used for Road construction and maintenance, public transit systems should be further funded to meet the needs of residents.

D. Incorporate Direct Community Asks

(1) System Wide Recommendations

(a) Apply for grant funding to secure free rides for students

Residents request that MCTC follow in the footsteps of other jurisdictions like Ventura County which have launched pilot programs allowing students to ride public transit for free. Madera residents suggest that MCTC secure free transit access for children and adult students who depend on public transit to get to school each day. Free rides will be granted to students who show their student ID upon boarding. MCTC can utilize Low Carbon Operations Transportation Program funding to initiate such a pilot program.

(b) Increased Trainings for Bus Drivers

Residents have reported concerns over interactions with drivers. This includes safety concerns from residents over bus drivers starting to drive before passengers have taken a seat. This is particularly concerning for elderly passengers and those traveling with small children. Scheduling concerns may be a priority for drivers, however practices prioritizing safety for passengers should also be implemented and prioritized.

(c) Create a “How To” Video Vlog or “Reel” to Teach Residents About the Bus Service in English and Spanish

Through recent outreach efforts, it has become apparent various residents do not use the bus because they do not know how to use it, are unaware of the services, or are intimidated by the bus system. A short “How To” video could help increase ridership for those who may have a need for public transportation, but have not used it before. If needed, our organization would be happy to partner for something like this.

(2) Within the Eastin Arcola - Ripperdan - La Vina Route

(a) Increase route services to include two drop off times into the community of La Viña

While the proposed new schedule will better respond to residents needs, an additional route is still needed. This new route will allow for residents to have a greater opportunity to have their needs met. This would also allow parents who may have an errand to run in the City to be back in time to pick up their children from the school bus.

(b) Increasing the service days from Monday, Wednesday, Friday to at minimum include

an additional week day and one weekend day

Residents reported that many of their transportation needs revolve around doctor appointments, and sometimes those are not available under the current days the route runs, signifying a need to have an additional weekday covered. Additionally, residents spoke to the need for those who may have to work during the week, but do not have their own transportation methods. They are currently not able to use the bus. A weekend route would allow residents to go into the City for groceries and other needs.

(c) Increase micro transit options within the Community of La Viña, create partnerships to extend Dial-A-Ride service to the Community of La Viña

As previously noted, the current bus schedule does not respond to the transportation needs of many within the community. While we understand new routes and increased bus line services will take time to develop, micro transit options could be a faster way to respond to residents needs. This could include partnering with other social service agencies also targeting Disadvantaged Unincorporated Communities.

(d) Incorporate a bus shelter, light post, and waste basket onto the stop on Vina St

The top reasons why residents were discouraged from public transportation included weather, accessibility, and safety. Incorporating bus infrastructure such as bus shelters, light posts, and waste baskets at stop would address some of these needs. Residents have requested to either make the improvements at the current location by partnering with the resident living near the residence of the bus stop or by slightly relocating the bus stop to be in a sidewalk that would allow for the installation of the bus stop to be ADA compliant.

Thank you for the opportunity to submit this letter as part of this important public process. We welcome continued collaboration with Madera County residents, MCTC staff, and the Board.

Leadership Counsel for Justice and Accountability and I stand ready to serve as a resource to MCTC in addressing these unmet transit needs. Please do not hesitate to reach out with any questions.

Sincerely,

Andrea Uribe

Policy Advocate

Leadership Counsel for Justice and Accountability

[Social Services Transportation Advisory Council Recommendation](#): Following the recommendation from the Social Services Transportation Advisory Council (SSTAC) and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to make sure that any future changes are aligned with existing rider preferences. Based on the feedback of the majority of the residents, the departure schedule will be changed to 8:00AM and 6:20PM from La Viña. Current ridership is 1.2 riders per day on the Eastin Arcola – Ripperdan – La Viña route, which may be improved with planned service changes. The SSTAC recommends monitoring the performance of the recent service

changes before making further modifications or expansions, while recognizing that microtransit could be a promising solution to address service gaps and increase frequency in La Viña in the future. Therefore, the SSTAC requests Madera County to move towards a clear, defined path toward implementation of a pilot microtransit project during the next fiscal year.

Right-of-way limitations at the Viña Street bus stop currently prevent installation of a shelter and lighting. Resolving these constraints will require additional analysis to identify feasible solutions.

Madera County Transportation Commission Response:

January 21, 2026

Andrea Uribe

Policy Advocate

Leadership Counsel for Justice and Accountability

Dear Ms. Uribe:

Thank you for your letter dated November 12, 2025, and for your work with rural communities in Madera County. MCTC appreciates the effort you dedicate each year to ensure that residents, particularly those in disadvantaged unincorporated communities, have meaningful opportunities to share their transportation needs and priorities.

Below are responses to the major points raised in your letter.

A. Incorporating Public Input to Determine the Definitions of “Unmet Transit Need” and “Reasonable to Meet” Into Public Engagement Process

MCTC recognizes the importance of periodically reviewing the definitions of “Unmet Transit Need” and “Reasonable to Meet,” as allowed under the Transportation Development Act (TDA).

The TDA Guidelines require that definitions be adopted by resolution and that the Regional Transportation Planning Agency (RTPA) consult with the Social Services Transportation Advisory Council (SSTAC) and hold a public hearing as part of the overall unmet transit needs process. However, the Guidelines do not specify how the definitions must be developed or revised, or how frequent updates should occur. This is left to the discretion of each RTPA. While the Guidelines do not explicitly mandate that every update of definitions undergoes a formal public or SSTAC review process, this review is the practice followed by most RTPAs.

As you acknowledged in your letter, MCTC’s definitions were most recently reviewed and updated in spring 2022. The update process included a public review period from February 16 through March 18, 2022, during which members of the public and stakeholders were invited to comment. The SSTAC also conducted a comparative review of definitions used by other regional transportation planning agencies to ensure alignment with best practices and state guidance.

During this review, the SSTAC considered several rounds of input from members of the public and from the Leadership Counsel for Justice and Accountability. Based on that input, the SSTAC recommended revisions to clarify how “unmet transit need” and “reasonable to meet” are defined in Madera County. The MCTC Policy Board subsequently adopted the updated definitions by Resolution 22-01 following

public notice and recommendation from the SSTAC. This process ensured that the adopted definitions reflected statutory requirements and local transportation conditions.

It is equally important to maintain stability in these definitions so they can be applied consistently across multiple unmet transit need process cycles. Changing the definitions each year would undermine that consistency and make it more difficult for the public to understand how findings are being made. It could also create a perception that the SSTAC's recommendations are shifting in an ad hoc or haphazard manner, rather than following a clear and predictable framework. Allowing the definitions to remain in place for several cycles provides the opportunity to evaluate how well they function in practice, identify any gaps or challenges, and determine, based on experience, whether adjustments are warranted. That said, in the future, MCTC may revisit the definitions as needed through the same transparent, public process used in 2022. Any proposed changes would include meaningful public involvement and review by both the SSTAC and the Policy Board.

B. Community Engagement and Survey Findings in La Viña

Following the recommendation from the SSTAC and direction from the MCTC Policy Board, on November 4, 2025, Madera County staff surveyed the residents of La Viña to better understand their specific transportation needs and travel patterns to make sure that any future changes are aligned with existing rider preferences. We appreciate the Leadership Counsel's participation in this effort. Based on the feedback of the majority of the residents, the departure schedule will be changed to 8:00AM and 6:20PM from La Viña. The survey and subsequent community meeting in La Viña on November 6, 2025, provide constructive feedback that supplement the broader UTN outreach conducted throughout the county.

MCTC remains committed to direct engagement in rural communities and will continue working with partners, including Leadership Counsel and Madera County, to ensure that residents have accessible opportunities to participate.

C. Farebox Recovery and TDA Priorities

We acknowledge your reference to relevant TDA sections, including allowable exemptions for pilot projects and the requirement that funding limitations cannot serve as the sole basis for determining that a transit need is not reasonable to meet. As part of the annual UTN process, the SSTAC and MCTC Policy Board evaluate potential service changes using all TDA-required criteria, including cost-effectiveness, operational feasibility, and systemwide impacts.

Regarding TDA expenditures, it is important to clarify that MCTC does not directly determine how each jurisdiction allocates its TDA apportionment once funds are released. And yes, Cities and the County must first apply TDA funds to public transit needs before using any remaining funds for streets and roads. These allocations are subject to fiscal audits and compliance reviews. Your comments on prioritizing transit investment will be shared with the MCTC Policy Board.

Additionally, MCTC appreciates the reference to CalWORKs transportation provisions; however, to avoid confusion, CalWORKs funding and program administration are managed by Madera County Department of Social Services, not MCTC. While MCTC does not oversee or allocate CalWORKs resources, we agree that coordination between transit providers and social service agencies is important for improving access for residents who rely on transportation for medical, work, and family needs. As part of the upcoming

update to MCTC's Coordinated Public Transit–Human Services Transportation Plan, the Madera County Department of Social Services and other social service agencies will be engaged as stakeholders to help guide the plan's development.

MCTC will continue to support collaboration among the County, transit operators, and relevant service providers to identify opportunities to enhance transportation options in underserved areas, consistent with each agency's roles and responsibilities.

D. Direct Community Requests

1. Systemwide Recommendations

Free student rides:

MCTC is committed to supporting efforts that reduce transportation barriers for youth and students. As the designated recipient of Low Carbon Transit Operations Program (LCTOP) Section 99313 funds for the Madera County region, MCTC allocates these funds to local transit agencies based on population, ensuring that selected projects meet LCTOP's criteria of reducing greenhouse gas emissions and improving mobility, especially in disadvantaged communities.

We agree that it is good practice to look at and learn from other agencies to identify successful programs that could potentially be replicated. It was mentioned in your letter that "MCTC follow in the footsteps of other jurisdictions like Ventura County which have launched pilot programs allowing students to ride public transit for free". Ventura County Transportation Commission (VCTC) serves as a Regional Transportation Planning Agency similar to MCTC; however, a key distinction is that VCTC also functions as a transit operator, with dedicated staff and vehicles to directly implement and operate transit services, including pilot programs such as fare-free student initiatives. In contrast, MCTC does not operate transit services and relies on local transit agencies to plan, implement, and operate transit within Madera County. As such, MCTC does not have the staffing, operational capacity, or resources to purchase vehicles or directly operate transit services. While MCTC does not operate transit services or select specific projects on behalf of local agencies, recent investments have supported solar-powered charging infrastructure for zero-emission fleets and have helped improve transit service in priority population areas. Currently, Madera Metro's fixed-route system is fare-free, and dial-a-ride service is free for students and seniors. Paratransit service is also free for eligible users. Local agencies may continue to pursue grant opportunities or utilize LCTOP funds to help subsidize fares or enhance overall transit service.

Increased bus driver trainings:

Regarding the comments related to driver behavior and safety, Madera County Connection drivers receive 60 hours of extensive training as part of their initial onboarding and continue to receive two hours of safety training each month. The training includes passenger assistance, ADA protocols, defensive driving, and operational safety procedures. Most people who fill out the UTN surveys indicate that they feel safe using public transit in Madera County.

At the recent community meeting in La Viña, it was also clarified that the specific drivers referenced in some of the concerns raised by attendees are no longer employed as drivers. They also shared that they are satisfied with the current drivers serving the route.

MCTC also encourages riders to report any safety or customer service issues immediately to the transit agency as they occur. These are considered operational issues, and timely reporting allows the agency to investigate and address them promptly. The Unmet Transit Needs process is not intended to resolve individual operational complaints unless there is evidence of a systemwide or widespread deficiency among drivers. Only in such cases would it rise to the level of an unmet transit need.

Transit “How-To” video materials:

We agree that transit education tools can help new riders better understand available services. The transit agencies can explore the possibility of developing multilingual informational videos or materials.

2. Eastin Arcola – Ripperdan – La Viña Route

Additional trips and expanded service days:

These requests will be evaluated through the UTN process using the MCTC Policy Board adopted “unmet transit need” and “reasonable to meet” criteria. The new survey results from La Viña will be included as part of this year’s assessment.

Microtransit or expanded Dial-A-Ride options:

The County is currently assessing how to implement microtransit based on the study that was completed last year.

Bus stop amenities on Viña St:

MCTC agrees that shelters and lighting improve safety and comfort. Implementation depends on right-of-way, ADA feasibility, and coordination with the County or City. As was discussed at the recent La Viña community meeting, the County will investigate possible solutions in coordination with nearby residents.

Additional Ongoing Transit Improvement Efforts

MCTC and local transit agencies have multiple ongoing initiatives to improve service countywide. These planning efforts help ensure that any strategies or service changes implemented are data-driven, feasible, and aligned with long-term needs.

MCTC is currently utilizing SB 125 Transit Program funds to prepare a long-term financial plan for the three local transit operators in Madera County. The project will analyze existing transit performance, evaluate ridership, service, and capital alternatives, and deliver a comprehensive long-range financial strategy to guide Madera County’s transit investments through 2036. The resulting plan will support a transit system that better meets rider needs with improved service quality, efficiency, and long-term stability. In addition, MCTC will be updating its Short-Range Transit Plan (SRTP) and Coordinated Public Transit Human Services Transportation Plan next year and have applied for a Caltrans Sustainable Transportation Planning Grant to secure consultant support for this work. The SRTP will provide a detailed blueprint for how transit services can be improved and funded over the next several years. It evaluates current performance, identifies service needs, and outlines specific strategies for routing,

scheduling, capital investments, and operations. By clearly defining priorities and aligning resources, an SRTP helps local transit agencies make informed, efficient decisions.

The City of Madera is conducting a microtransit feasibility study and recently launched a public survey to gather input on potential improvements. Residents can provide their feedback [here](#). The study is planned to be completed next year.

The County of Madera is also in the early stages of implementing recommendations from its recently completed microtransit study. The County has also applied for a Caltrans Sustainable Transportation Planning Grant to complete a Madera County Transit Master Plan: Vision 2047. If the grant is awarded, this project will provide Madera County an important opportunity to effectively integrate emerging trends and innovations in public transit and will outline a clear path toward implementation with measurable, community-focused outcomes.

Collectively, these efforts reflect a coordinated commitment to enhancing mobility options and strengthening the overall transit network for residents throughout the county.

Closing

Thank you again for your thoughtful comments, community engagement, and ongoing collaboration. Your input will be included in the official record for the FY 2026–27 Unmet Transit Needs process and shared with the SSTAC and MCTC Policy Board as part of their deliberations.

We look forward to continued partnership in supporting the mobility needs of residents throughout Madera County. Please feel free to reach out with any questions or to discuss any item in greater detail.

Sincerely,

Madera County Transportation Commission



Unmet Transit Needs Comments

FY 2026-2027

Abril 25, 2025 – Noviembre 14, 2025

1. Encuesta en Línea #1

Nombre: Anónimo

Recibida: 8 de agosto de 2025

P1: ¿Qué sistemas utiliza con mayor frecuencia?

R1: Madera Metro (Metro), Dial-A-Ride de Metro, Chowchilla Area Transit Express (CATX), Madera County Connection (MCC), Autobús para Personas Mayores del Este del Condado de Madera, MCC Madera Dial-A-Ride (DAR), Servicio de Acompañamiento del Este del Condado de Madera, Kerman

P2: ¿Hay lugares en el Condado de Madera a los que le gustaría viajar en autobús pero no puede?

R2: Todos los lugares de comida rápida.

P3: Describa las mejoras de transporte público que está solicitando.

R3: Refrigerios complementarios.

P4: ¿Se siente seguro usando el transporte público? ¿Por qué sí o por qué no?

R4: Sí, porque es seguro.

P5 (Opcional): Sus comentarios se recopilarán en un informe sobre Necesidades de Transporte Público insatisfechas. Si desea que se le contacte respecto a su comentario, por favor proporcione su nombre, número de teléfono y/o dirección de correo electrónico.

R5: El encuestado omitió responder.

Recomendación del Consejo Asesor de Transporte de Servicios Sociales: [Ninguna](#)

2. Encuesta en Línea #2

Nombre: Anónimo

Recibida: 26 de septiembre de 2025

P1: ¿Qué sistemas utiliza con mayor frecuencia?

R1: Servicio de Acompañamiento del Este del Condado de Madera, Servicio de Autobús de Montaña

P2: ¿Hay lugares en el Condado de Madera a los que le gustaría viajar en autobús pero no puede?

R2: El encuestado omitió esta pregunta.

P3: Describa las mejoras de transporte público que está solicitando.

R3: El conductor del autobús [REDACTED] se saltó dos paradas esta semana. Una el martes, en Gulf 41. La segunda el viernes a las 4:51 p. m. en el Centro Médico Adventista. En ambas ocasiones lo vi pasar de largo por las paradas.

P4: ¿Se siente seguro usando el transporte público? ¿Por qué sí o por qué no?

R4: No cuando conducen demasiado rápido.

P5 (Opcional): Sus comentarios se recopilarán en un informe sobre Necesidades de Transporte Público insatisfechas. Si desea que se le contacte respecto a su comentario, por favor proporcione su nombre, número de teléfono y/o dirección de correo electrónico

R5: El encuestado omitió responder.

Recomendación del Consejo Asesor de Transporte de Servicios Sociales: Este es un problema operativo. Se recomienda a los usuarios que informen de inmediato cualquier problema de seguridad o servicio al cliente en el momento en que ocurra. La notificación oportuna permite a la agencia investigar y abordar estos problemas con prontitud.

3. Encuesta en Línea #3

Nombre: Anónimo

Recibida: 26 de septiembre de 2025

P1: ¿Qué sistemas utiliza con mayor frecuencia?

R1: Paradas Fijas del Autobús del Este de la Montaña de MCC

P2: ¿Hay lugares en el Condado de Madera a los que le gustaría viajar en autobús pero no puede?

R2: El encuestado omitió responder.

P3: Describa las mejoras de transporte público que está solicitando.

R3: El encuestado omitió responder.

P4: ¿Se siente seguro usando el transporte público? ¿Por qué sí o por qué no?

R4: El encuestado omitió responder.

P5 (Opcional): Sus comentarios se recopilarán en un informe sobre Necesidades de Transporte Público insatisfechas. Si desea que se le contacte respecto a su comentario, por favor proporcione su nombre, número de teléfono y/o dirección de correo electrónico.

R5: El conductor del autobús [REDACTED] se saltó cuatro paradas: la casa club de YLP, South Fork, e incluso dejó a una niña allí. Luego tuvo que regresar para recogerla. También mintió diciendo que iba tarde porque estaba retrasado, pero en realidad fue porque nunca pasó por la parada.

Recomendación del Consejo Asesor de Transporte de Servicios Sociales: Este es un problema operativo. Se recomienda a los usuarios que informen de inmediato cualquier problema de seguridad o servicio al cliente para que la agencia pueda investigarlo y resolverlo oportunamente.

4. Encuesta en Línea #4

Nombre: Jessica Sanchez – Apartamentos Oakhurst

Recibida: 29 de septiembre de 2025

P1: ¿Qué sistemas utiliza con mayor frecuencia?

R1: Autobús para Personas Mayores del Este del Condado de Madera

P2: ¿Hay lugares en el Condado de Madera a los que le gustaría viajar en autobús pero no puede?

R2: Compras en Oakhurst, citas médicas

P3: Describa las mejoras de transporte público que está solicitando.

R3: Sería bueno contar con una ruta de autobús en Oakhurst que recoja y deje pasajeros en complejos de apartamentos, consultorios médicos, centros comerciales, etc.

P4: ¿Se siente seguro usando el transporte público? ¿Por qué sí o por qué no?

R4: Soy administradora de una propiedad de alquiler de bajos ingresos con asistencia. Mis residentes necesitan mejor acceso para poder realizar sus actividades necesarias. Quienes usan el autobús para personas mayores aprecian mucho el servicio.

P5 (Opcional): Sus comentarios se recopilarán en un informe sobre Necesidades de Transporte Público insatisfechas. Si desea que se le contacte respecto a su comentario, por favor proporcione su nombre, número de teléfono y/o dirección de correo electrónico

R5: Jessica Sanchez, Apartamentos Oakhurst, oakhurstapts@dkdpmco.com

Recomendación del Consejo Asesor de Transporte de Servicios Sociales: No es una necesidad de transporte no atendida. Actualmente, el servicio de ruta fija de MCC ofrece paradas en varias ubicaciones residenciales y comerciales clave; sin embargo, no todos los centros comerciales pueden acomodar de manera segura un autobús de tamaño completo. El costo anual de ofrecer un viaje adicional es de \$251,566.43. Para mantener una tasa de recuperación por tarifas del 10 %, se requerirían 57 pasajeros adicionales por día. La demanda diaria actual es de 74 pasajeros, o un promedio de 15 por viaje. MCC no cuenta con datos suficientes que respalden el aumento pedido. MCC está explorando el potencial del microtránsito en el área, lo que podría ofrecer mayor flexibilidad y mejorar la accesibilidad general en Oakhurst.

5. Encuesta en Línea #5

Nombre: Anthony Misner

Recibida: 10 de octubre de 2025

P1: ¿Qué sistemas utiliza con mayor frecuencia?

R1: Ninguno de los anteriores.

P2: ¿Hay lugares en el Condado de Madera a los que le gustaría viajar en autobús pero no puede?

R2: ¡El transporte en el este del Condado de Madera es sumamente DEFICIENTE! Es una GRAN BARRERA para ciudadanos de todas las edades que necesitan servicios y educación.

P3: Describa las mejoras de transporte público que está solicitando.

R3: Un horario de autobuses que permita viajar a Fresno/Clovis además de Madera. El horario actual no es adecuado.

P4: ¿Se siente seguro usando el transporte público? ¿Por qué sí o por qué no?

R4: Sí.

P5 (Opcional): Sus comentarios se recopilarán en un informe sobre Necesidades de Transporte Público insatisfechas. Si desea que se le contacte respecto a su comentario, por favor proporcione su nombre, número de teléfono y/o dirección de correo electrónico.

R5: Anthony Misner, [REDACTED]

Recomendación del Consejo Asesor de Transporte de Servicios Sociales: No es una necesidad de transporte insatisfecha.

El costo anual de ofrecer un viaje adicional es de \$251,566.43. Para mantener una tasa de recuperación del 10 %, se requerirían 57 pasajeros adicionales por día. La demanda diaria actual es de 74 pasajeros, o un promedio de 15 por viaje. MCC no cuenta con datos suficientes que respalden el aumento requerido.

El servicio desde Oakhurst a Fresno está disponible; sin embargo, el viaje es largo y requiere un transbordo en Madera. Se debe tomar la ruta del Este del Condado de Madera hacia Madera, hacer transbordo en el Centro de Transporte Intermodal y conectarse con la ruta Colegio/Hospital Infantil, la cual ofrece conexión con Fresno Area Express. El Condado también ofrece un Servicio de Acompañamiento Médico desde el Este del Condado de Madera a Fresno para citas médicas.

MCC está explorando el potencial del microtránsito en el área, lo que podría ofrecer mayor flexibilidad y mejorar la accesibilidad general en Oakhurst.

6. Encuesta en Línea #6

Nombre: Daisy Miramontes

Recibida: 21 de octubre de 2025

P1: ¿Qué sistemas utiliza con mayor frecuencia?

R1: Madera County Connection (MCC)

P2: ¿Hay lugares en el Condado de Madera a los que le gustaría viajar en autobús pero no puede?

R2: Me gustaría una parada cerca de mi casa, [REDACTED], Madera, CA, hacia y desde Madera Community College si es posible. El viaje me gustaría que fuera temprano en la mañana los martes, jueves y viernes alrededor de las 9 a. m., y tal vez el regreso el viernes.

P3: Describa las mejoras de transporte público que está solicitando.

R3: La calidad de la experiencia en el autobús es muy buena.

P4: ¿Se siente seguro usando el transporte público? ¿Por qué sí o por qué no?

R4: Sí, me siento segura. Los conductores son amables y respetuosos, y las personas se mantienen en lo suyo.

P5 (Opcional): Sus comentarios se recopilarán en un informe sobre Necesidades de Transporte Público insatisfechas. Si desea que se le contacte respecto a su comentario, por favor proporcione su nombre, número de teléfono y/o dirección de correo electrónico.

R5: Daisy Miramontes, [REDACTED]

Recomendación del Consejo Asesor de Transporte de Servicios Sociales: No es una necesidad de transporte insatisfecha. Tanto MCC como Madera Metro Dial-a-Ride pueden acomodar este viaje. Esta área de servicio se incluirá en futuras ofertas de microtránsito. La densidad poblacional en esta zona no respalda actualmente un servicio adicional de ruta fija.

7. Encuesta en Línea #7

Nombre: Anónimo

Recibida: 22 de octubre de 2025

P1–P5:

El encuestado omitió todas las preguntas.

Recomendación del Consejo Asesor de Transporte de Servicios Sociales: Ninguna

8. Carta de Comentarios

Nombre: Andrea Uribe, Defensora de Políticas, Leadership Counsel for Justice and Accountability

Recibida: 12 de noviembre de 2025

12 de noviembre de 2025

Comisión de Transporte del Condado de Madera

2001 Howard Rd, Suite 201

Madera, CA 93637

Enviado electrónicamente por correo electrónico a: NAustin@maderactc.org

Asunto: Comentarios sobre las Necesidades de Transporte Público Insatisfechas en el Condado de Madera

Estimados Comisionados, Miembros del Consejo Asesor del SSTAC y Personal de la MCTC:

Trabajamos con comunidades rurales en el Condado de Madera que soportan la carga de la contaminación y la falta de inversión en sus comunidades. Agradecemos la oportunidad de presentar comentarios en respuesta al proceso de Necesidades de Transporte Público Insatisfechas y la consideración por parte del personal y la Junta. Esperamos que, al proporcionar estos comentarios, podamos identificar colectivamente soluciones a las necesidades de transporte no atendidas de la comunidad, al mismo tiempo que se cumplen las responsabilidades de la MCTC conforme a la Ley de Desarrollo del Transporte (Transportation Development Act). Nuestros comentarios se basan en la retroalimentación recibida de los residentes a través de diversos métodos, incluidos reuniones comunitarias, encuestas puerta a puerta y experiencias anecdóticas compartidas por la comunidad.

A. Incorporar la Participación Pública para Determinar las Definiciones de “Necesidades de Transporte No Atendidas” y “Razonable de Atender” dentro del Proceso de Participación Pública

Las necesidades de transporte de todas las comunidades y residentes son importantes. En el Condado de Madera, el entorno natural y construido desalienta el uso de métodos de transporte activo. Actualmente, el Valle de San Joaquín presenta una de las peores calidades del aire del país, al no cumplir con las normas federales de salud tanto para el ozono (smog) como para la contaminación por partículas¹. Además, el Condado de Madera enfrenta temperaturas extremas. La mala calidad del aire, las altas temperaturas, los olores penetrantes provenientes de las lecherías y los altos riesgos de exposición a pesticidas—junto con la falta de aceras e infraestructura peatonal—subrayan tanto la importancia de proveer estos servicios como la dificultad que enfrentan los residentes de Merced para utilizar el transporte activo y el transporte público. No obstante, un sistema de transporte público mejorado ayudaría a disminuir la contaminación del aire, aumentar la actividad física y reducir el tráfico, beneficiando a todo el Condado de Madera. En consecuencia, la definición actual debe modificarse para incluir todas las necesidades de transporte no atendidas de los residentes del Condado de Merced que sea razonable cumplir. Los detalles específicos de estas definiciones deben ser informados adicionalmente mediante una audiencia anual diseñada para recibir comentarios de la comunidad. Esto debe realizarse de conformidad con la Ley de Desarrollo del Transporte (Transportation Development Act) y el PUC § 99401.5 – Determinación de Necesidades de Transporte No Atendidas, que establece: “La definición adoptada por la agencia de planificación del transporte para los términos ‘necesidades de transporte no atendidas’ y ‘razonable de atender’ deberá documentarse mediante resolución o en las actas de la agencia”. Las definiciones de “Necesidad de Transporte No Atendida” y “Razonable de Atender” se establecieron por última vez el 20 de abril de 2022. Estas definiciones deben revisarse nuevamente para mantenerse al día con las necesidades de los residentes y permitir la flexibilidad necesaria para ampliar programas conforme se desarrollen nuevas políticas, como el Plan Regional de Transporte y los planes de gasto de medidas fiscales como la Medida T.

B. La participación comunitaria dentro de la comunidad de La Viña refleja la necesidad de contar con servicios adicionales y de mejor calidad

Como siempre, agradecemos la oportunidad de participar en este proceso público y de colaborar con el Condado de Madera y el personal de MCTC. Nuestra organización ha participado ya en más de cinco audiencias sobre necesidades de transporte no atendidas. En cada ocasión hemos elevado las necesidades y prioridades de comunidades no incorporadas y desfavorecidas, como Fairmead y La Viña. La participación de este año incluye información adicional recopilada a través de una encuesta realizada en colaboración con el Condado de Madera. Para esta encuesta, tocamos todas las puertas dentro del

área inmediata del poblado de La Viña. Extendemos nuestro agradecimiento al personal del Condado de Madera que coordinó este esfuerzo de alcance comunitario y análisis para servir mejor a los residentes del condado.

Durante este evento de alcance comunitario, recopilamos 40 encuestas de residentes de La Viña y organizamos una reunión comunitaria dentro de la comunidad de La Viña con personal del Condado de Madera y de la Comisión de Transporte del Condado de Madera. Si bien el objetivo principal de este esfuerzo fue identificar si cambiar los dos horarios actuales de salida de la Ruta de La Viña de las 8:45 a. m. y 1:00 p. m. a las 7:30 a. m. y 5:30 p. m. sería mejor, peor o aproximadamente igual para los usuarios del transporte público, también pudimos recopilar otra información valiosa.

Utilizaremos la información de esta encuesta para representar y abogar por las necesidades de los residentes de La Viña. De las encuestas recopiladas, algunos de los aspectos más destacados incluyen:

- ❖ El 25 % de las personas encuestadas utilizaba el transporte público de manera semanal o mensual. Se preguntó a los encuestados qué les impedía utilizar el transporte público con mayor frecuencia.
- ❖ Los principales obstáculos para acceder al transporte público incluyeron el horario actual del autobús, el clima, las características de accesibilidad y la seguridad personal.
- ❖ Las principales solicitudes incluyeron aumentar el número de días en que el autobús pasa por la comunidad y aumentar el número de veces que el autobús pasa por día.
- ❖ Más de la mitad de las personas encuestadas indicaron que considerarían comenzar a usar el transporte público o usarlo con mayor frecuencia si se abordaran estos problemas.

En última instancia, la necesidad y el apoyo al transporte público fueron evidentes entre los miembros de la comunidad. Si bien esta necesidad puede ser evidente para nosotros y se refleja en las encuestas recopiladas, solicitamos que continúen los esfuerzos de alcance comunitario en comunidades pequeñas y no incorporadas como La Viña. La Figura 7, *Distribución de las Poblaciones Potencialmente Dependientes del Transporte por Tracto Censal del Informe Final de Análisis y Recomendaciones sobre Necesidades de Transporte No Atendidas, Año Fiscal 2025–2026 (junio de 2025)*, no incluye el tracto censal de La Viña. Sin embargo, el mismo informe sitúa la población de La Viña en 538 personas (Tabla 2) y estima la población de personas con discapacidades en 2023 en 126, lo que da como resultado un porcentaje potencial de residentes dependientes del transporte del 23.4 %. Este porcentaje es comparable o incluso mayor que el de los tractos censales identificados en la Figura 7. A pesar de contar con poblaciones pequeñas, las zonas rurales y los residentes dependientes del transporte merecen que sus necesidades sean representadas y atendidas.

B. Necesidad de Priorizar la Financiación del Transporte Público en Comunidades Desfavorecidas

En años anteriores, la tasa de recuperación de tarifas del 10 % se ha citado para negar las necesidades de transporte insatisfechas de los miembros de la comunidad de La Viña. Nos referimos al Artículo 8, Sección 99401.5 del Código de Servicios Públicos de California, que establece: “el hecho de que una necesidad de transporte público identificada no pueda ser completamente satisfecha con los recursos disponibles no deberá ser la única razón para determinar que una necesidad de transporte público no es razonable de cumplir.” Además, no solo las proporciones de recuperación de tarifas están sujetas a exenciones, sino que la Ley de Desarrollo de Transporte (Transportation Development Act, TDA) también

permite responder a las necesidades de la comunidad proporcionando exenciones permitidas a la tasa de recuperación de tarifas. Las exenciones de gastos permitidas son:

1. El costo de proveer servicios de viajes compartidos (carpooling y vanpooling).
2. Los costos adicionales (superiores a los costos del año anterior ajustados por el IPC) de proporcionar un servicio de paratransito “comparable y complementario” conforme a la ADA.
3. El costo de nuevas rutas o extensiones de servicios de transporte público “hasta dos años después del final del año fiscal en el que la extensión de los servicios se puso en operación” (PUC § 99268.8).

Muchos miembros de la comunidad indican que no usan el sistema de transporte público porque no responde a sus necesidades. Un período de dos años con horas adicionales puede servir mejor a las necesidades de los residentes y reflejar la verdadera necesidad de transporte público dentro de comunidades pequeñas y desfavorecidas.

El horario actual de la Ruta Eastin Arcola – Ripperdan – La Viña, que opera solo tres días a la semana y con una sola ruta por día, no satisface las necesidades de muchos miembros de la comunidad. La Viña no solo tiene un horario limitado, sino que tampoco cuenta con otros programas como Dial-A-Ride. El PUC § 99155.1 establece: “En áreas donde los servicios de transporte público no están disponibles, los proveedores de transporte locales deberán dar prioridad, en el uso de los fondos asignados bajo el programa CalWORKs y proporcionados por el condado, a la mejora de alternativas de transporte, tales como, pero no limitadas a, subsidios o vales, vanpools y operaciones de paratransito contratadas, con el fin de promover los propósitos de asistencia al empleo (welfare-to-work).” Muchas de las necesidades de transporte público

en comunidades como La Viña están relacionadas con citas médicas. La MCTC necesita buscar asociaciones adicionales con varios otros programas médicos y de servicios sociales para unir recursos y crear un sistema de transporte más receptivo. Adicionalmente, el Punto de la Agenda 7-7-B de la Junta de Políticas de MCTC del 29 de mayo de 2024 muestra que en los años 2022 y 2023, la construcción y mantenimiento de carreteras absorbió el 54 % y 76 % del total de los gastos de TDA, mientras que los costos del Madera County Connection Transit solo representaron el 19 % y 21 % respectivamente. Antes de utilizar los fondos del TDA para la construcción y mantenimiento de carreteras, los sistemas de transporte público deberían recibir mayor financiamiento para satisfacer las necesidades de los residentes.

C. Incorporar solicitudes directas de la comunidad

(1) Recomendaciones a nivel de sistema

(a) Solicitar fondos de subvención para asegurar viajes gratuitos para estudiantes

Los residentes solicitan que MCTC siga el ejemplo de otras jurisdicciones, como el Condado de Ventura, que han implementado programas piloto que permiten a los estudiantes utilizar el transporte público de manera gratuita. Los residentes del Condado de Madera sugieren que MCTC garantice el acceso gratuito al transporte público para niños y estudiantes adultos que dependen del transporte público para llegar a la escuela todos los días. Se otorgarían viajes gratuitos a los estudiantes que dependen del transporte público.

(b) Mayor Capacitación para los Conductores de Autobús

Los residentes han reportado preocupaciones sobre las interacciones con los conductores. Esto incluye inquietudes de seguridad respecto a que los conductores comiencen a manejar antes de que los

pasajeros hayan tomado asiento. Esto es especialmente preocupante para pasajeros mayores y aquellos que viajan con niños pequeños. Las preocupaciones de programación pueden ser una prioridad para los conductores; sin embargo, las prácticas que prioricen la seguridad de los pasajeros también deben implementarse y priorizarse.

(c) Crear un Video Tutorial o “Reel” para Enseñar a los Residentes Sobre el Servicio de Autobús en Inglés y Español

A través de esfuerzos recientes de divulgación, se ha hecho evidente que varios residentes no usan el autobús porque no saben cómo utilizarlo, desconocen los servicios o se sienten intimidados por el sistema de transporte. Un breve video tutorial podría ayudar a aumentar la cantidad de usuarios para aquellos que puedan necesitar transporte público, pero que no lo han utilizado antes. De ser necesario, nuestra organización estaría encantada de colaborar en un proyecto de este tipo.

(2) Dentro de la Ruta Eastin Arcola – Ripperdan – La Viña

a. Incrementar los servicios de la ruta para incluir dos horarios de descenso en la comunidad de La Viña

Aunque el nuevo horario propuesto responderá mejor a las necesidades de los residentes, todavía se necesita una ruta adicional. Esta nueva ruta permitirá a los residentes tener una mayor oportunidad de que sus necesidades sean satisfechas. También permitiría a los padres que tengan algún mandado en la ciudad regresar a tiempo para recoger a sus hijos del autobús escolar.

b. Incrementar los días de servicio de lunes, miércoles y viernes, para incluir al menos un día adicional entre semana y un día de fin de semana

Los residentes reportaron que muchas de sus necesidades de transporte están relacionadas con citas médicas, y a veces estas no están disponibles en los días actuales en que opera la ruta, lo que indica la necesidad de cubrir un día adicional entre semana. Además, los residentes señalaron la necesidad de quienes deben trabajar durante la semana pero no tienen sus propios medios de transporte; actualmente no pueden usar el autobús. Una ruta de fin de semana permitiría a los residentes ir a la ciudad para compras y otras necesidades.

c. Incrementar las opciones de microtransporte dentro de la comunidad de La Viña; crear asociaciones para extender el servicio Dial-A-Ride a la comunidad de La Viña

Como se señaló anteriormente, el horario actual del autobús no responde a las necesidades de transporte de muchos dentro de la comunidad. Aunque entendemos que nuevas rutas y el aumento de los servicios de línea tomarán tiempo en desarrollarse, las opciones de microtransporte podrían ser una manera más rápida de responder a las necesidades de los residentes. Esto podría incluir asociaciones con otras agencias de servicios sociales que también atienden a Comunidades No Incorporadas Desfavorecidas.

d. Incorporar un refugio de autobús, poste de luz y bote de basura en la parada de Vina St

Las principales razones por las que los residentes se desaniman de usar el transporte público incluyen el clima, la accesibilidad y la seguridad. Incorporar infraestructura para autobuses, como refugios, postes de luz y botes de basura en la parada, abordaría algunas de estas necesidades. Los residentes han

solicitado realizar las mejoras en la ubicación actual, asociándose con los residentes que viven cerca de la parada del autobús, o reubicar ligeramente la parada para que esté sobre una acera que permita la instalación del refugio cumpliendo con la ADA (Ley de Estadounidenses con Discapacidades).

Gracias por la oportunidad de presentar esta carta como parte de este importante proceso público. Damos la bienvenida a la colaboración continua con los residentes del Condado de Madera, el personal de MCTC y la Junta.

Leadership Counsel for Justice and Accountability y yo estamos listos para servir como un recurso para MCTC en la atención de estas necesidades de transporte no satisfechas. No dude en comunicarse con nosotros si tiene alguna pregunta.

Atentamente,

Andrea Uribe

Defensora de Políticas

Leadership Counsel for Justice and Accountability

Recomendación del Consejo Asesor de Transporte de Servicios Sociales (SSTAC):

Siguiendo la recomendación del Consejo Asesor de Transporte de Servicios Sociales (SSTAC) y la dirección de la Junta de Políticas de MCTC, el 4 de noviembre de 2025 el personal del Condado de Madera encuestó a los residentes de La Viña para garantizar que cualquier cambio futuro esté alineado con las preferencias actuales de los usuarios. Con base en la retroalimentación de la mayoría de los residentes, el horario de salida desde La Viña se cambiará a las 8:00 a. m. y 6:20 p. m. La demanda actual es de 1.2 pasajeros por día en la ruta Eastin–Arcola–Ripperdan–La Viña, la cual podría mejorar con los cambios de servicio planificados. El SSTAC recomienda monitorear el desempeño de los cambios recientes en el servicio antes de realizar modificaciones o expansiones adicionales, al tiempo que reconoce que el microtránsito podría ser una solución prometedora para abordar las brechas de servicio y aumentar la frecuencia en La Viña en el futuro. Por lo tanto, el SSTAC solicita al Condado de Madera avanzar hacia un camino claro y definido para la implementación de un proyecto piloto de microtránsito durante el próximo año fiscal.

Las limitaciones del derecho de paso en la parada de autobús de la calle Viña actualmente impiden la instalación de un refugio y de iluminación. Resolver estas limitaciones requerirá un análisis adicional para identificar soluciones viables.

Respuesta de la Comisión de Transporte del Condado de Madera (MCTC):

21 de enero de 2026

Andrea Uribe

Defensora de Políticas

Leadership Counsel for Justice and Accountability

Estimada Sra. Uribe:

Gracias por su carta fechada el 12 de noviembre de 2025 y por su trabajo con las comunidades rurales del Condado de Madera. MCTC valora el esfuerzo que usted dedica cada año para garantizar que los residentes, en particular aquellos que viven en comunidades no incorporadas y desfavorecidas, tengan oportunidades significativas para expresar sus necesidades y prioridades de transporte.

A continuación, se presentan las respuestas a los principales puntos planteados en su carta.

A. Incorporación de la participación pública para determinar las definiciones de “Necesidad de Transporte Insatisfecha” y “Razonable de Atender” dentro del proceso de participación pública

MCTC reconoce la importancia de revisar periódicamente las definiciones de “Necesidad de Transporte Insatisfechas=” y “Razonable de Atender”, conforme a lo permitido por la Ley de Desarrollo del Transporte (Transportation Development Act, TDA).

Las Directrices del TDA requieren que las definiciones se adopten mediante resolución y que la Agencia Regional de Planificación del Transporte (RTPA, por sus siglas en inglés) consulte con el Consejo Asesor de Transporte de Servicios Sociales (SSTAC) y celebre una audiencia pública como parte del proceso general de necesidades de transporte no atendidas. Sin embargo, las Directrices no especifican cómo deben desarrollarse o revisarse las definiciones, ni con qué frecuencia deben actualizarse. Esto queda a discreción de cada RTPA. Si bien las Directrices no exigen explícitamente que cada actualización de las definiciones pase por un proceso formal de revisión pública o del SSTAC, esta es la práctica seguida por la mayoría de las RTPA.

Tal como usted reconoció en su carta, las definiciones de MCTC fueron revisadas y actualizadas por última vez en la primavera de 2022. El proceso de actualización incluyó un período de revisión pública del 16 de febrero al 18 de marzo de 2022, durante el cual se invitó al público y a las partes interesadas a presentar comentarios. El SSTAC también realizó una revisión comparativa de las definiciones utilizadas por otras agencias regionales de planificación del transporte para garantizar la alineación con las mejores prácticas y la orientación estatal.

Durante esta revisión, el SSTAC consideró varias rondas de comentarios del público y de Leadership Counsel for Justice and Accountability. Con base en estos aportes, el SSTAC recomendó revisiones para aclarar cómo se definen los términos “necesidad de transporte insatisfecha” y “razonable de cumplir” en el Condado de Madera. Posteriormente, la Junta de Políticas de MCTC adoptó las definiciones actualizadas mediante la Resolución 22-01, tras la notificación pública y la recomendación del SSTAC. Este proceso garantizó que las definiciones adoptadas reflejaran los requisitos legales y las condiciones locales de transporte.

Es igualmente importante mantener estabilidad en estas definiciones para que puedan aplicarse de manera coherente a lo largo de múltiples ciclos del proceso de necesidades de transporte insatisfechas. Cambiar las definiciones cada año socavaría esa coherencia y dificultaría que el público entienda cómo se realizan las determinaciones. También podría generar la percepción de que las recomendaciones del SSTAC cambian de manera improvisada o desordenada, en lugar de seguir un marco claro y predecible. Permitir que las definiciones permanezcan vigentes durante varios ciclos brinda la oportunidad de evaluar su funcionamiento en la práctica, identificar vacíos o desafíos y determinar, con base en la experiencia, si se requieren ajustes.

Dicho esto, en el futuro MCTC podrá volver a revisar las definiciones según sea necesario, a través del mismo proceso transparente y público utilizado en 2022. Cualquier cambio propuesto incluiría una participación pública significativa y la revisión tanto del SSTAC como de la Junta de Políticas.

B. Participación comunitaria y resultados de la encuesta en La Viña

Siguiendo la recomendación del SSTAC y la dirección de la Junta de Políticas de MCTC, el 4 de noviembre de 2025 el personal del Condado de Madera encuestó a los residentes de La Viña para comprender mejor sus necesidades específicas de transporte y patrones de viaje, y asegurar que cualquier cambio futuro esté alineado con las preferencias actuales de los usuarios. Agradecemos la participación de Leadership Counsel en este esfuerzo. Con base en la retroalimentación de la mayoría de los residentes, el horario de salida desde La Viña se cambiará a las 8:00 a. m. y 6:20 p. m. La encuesta y la reunión comunitaria posterior en La Viña, realizada el 6 de noviembre de 2025, brindaron comentarios constructivos que complementan el alcance más amplio del proceso de Necesidades de Transporte Público Insatisfechas (UTN) realizado en todo el condado.

MCTC mantiene su compromiso con la participación directa en comunidades rurales y continuará trabajando con socios, incluidos Leadership Counsel y el Condado de Madera, para garantizar que los residentes cuenten con oportunidades accesibles para participar.

C. Recuperación de tarifas y prioridades del TDA

Reconocemos su referencia a las secciones pertinentes del TDA, incluidas las exenciones permitidas para proyectos piloto y el requisito de que las limitaciones de financiamiento no pueden ser la única base para determinar que una necesidad de transporte no es razonable de atender. Como parte del proceso anual de UTN, el SSTAC y la Junta de Políticas de MCTC evalúan posibles cambios en el servicio utilizando todos los criterios exigidos por el TDA, incluidos la rentabilidad, la viabilidad operativa y los impactos a nivel del sistema.

Con respecto a los gastos del TDA, es importante aclarar que MCTC no determina directamente cómo cada jurisdicción asigna su distribución de fondos del TDA una vez que estos se liberan. Y sí, las ciudades y el condado deben aplicar primero los fondos del TDA a las necesidades de transporte público antes de utilizar cualquier remanente para calles y carreteras. Estas asignaciones están sujetas a auditorías fiscales y revisiones de cumplimiento. Sus comentarios sobre la priorización de la inversión en transporte serán compartidos con la Junta de Políticas de MCTC.

Asimismo, MCTC agradece la referencia a las disposiciones de transporte de CalWORKs; sin embargo, para evitar confusiones, el financiamiento y la administración del programa CalWORKs están a cargo del Departamento de Servicios Sociales del Condado de Madera, no de MCTC. Si bien MCTC no supervisa ni asigna recursos de CalWORKs, coincidimos en que la coordinación entre proveedores de transporte y agencias de servicios sociales es importante para mejorar el acceso de los residentes que dependen del transporte para necesidades médicas, laborales y familiares. Como parte de la próxima actualización del Plan Coordinado de Transporte Público–Servicios Humanos, el Departamento de Servicios Sociales del Condado de Madera y otras agencias de servicios sociales participarán como partes interesadas para ayudar a guiar el desarrollo del plan.

MCTC continuará apoyando la colaboración entre el Condado, los operadores de transporte y los proveedores de servicios pertinentes para identificar oportunidades que mejoren las opciones de transporte en áreas desatendidas, de conformidad con las funciones y responsabilidades de cada agencia.

D. Solicitudes directas de la comunidad

1. Recomendaciones a nivel de sistema

Viajes gratuitos para estudiantes:

MCTC está comprometida a apoyar esfuerzos que reduzcan las barreras de transporte para jóvenes y estudiantes. Como beneficiario designado de los fondos del Programa de Operaciones de Transporte de Bajo Carbono (Low Carbon Transit Operations Program, LCTOP), Sección 99313, para la región del Condado de Madera, MCTC asigna estos fondos a las agencias locales de transporte con base en la población, asegurando que los proyectos seleccionados cumplan con los criterios del LCTOP de reducir las emisiones de gases de efecto invernadero y mejorar la movilidad, especialmente en comunidades desfavorecidas.

Coincidimos en que es una buena práctica analizar y aprender de otras agencias para identificar programas exitosos que potencialmente puedan replicarse. En su carta se mencionó que “MCTC siga el ejemplo de otras jurisdicciones como el Condado de Ventura, que han lanzado programas piloto que permiten a los estudiantes viajar gratis en el transporte público”. La Comisión de Transporte del Condado de Ventura (VCTC) funciona como una Agencia Regional de Planificación del Transporte similar a MCTC; sin embargo, una diferencia clave es que VCTC también opera servicios de transporte, con personal y vehículos dedicados para implementar y operar directamente los servicios de tránsito, incluidos programas piloto como las iniciativas de transporte gratuito para estudiantes. En contraste, MCTC no opera servicios de transporte y depende de las agencias locales para planificar, implementar y operar el transporte dentro del Condado de Madera. Por lo tanto, MCTC no cuenta con el personal, la capacidad operativa ni los recursos para adquirir vehículos u operar servicios de transporte directamente. Si bien MCTC no opera servicios de transporte ni selecciona proyectos específicos en nombre de las agencias locales, las inversiones recientes han apoyado infraestructura de carga con energía solar para flotas de cero emisiones y han contribuido a mejorar el servicio de transporte en áreas con poblaciones prioritarias. Actualmente, el sistema de rutas fijas de Madera Metro es gratuito, y el servicio Dial-A-Ride es gratuito para estudiantes y personas mayores. El servicio de paratransito también es gratuito para usuarios elegibles. Las agencias locales pueden seguir buscando oportunidades de subvención o utilizar fondos del LCTOP para ayudar a subsidiar tarifas o mejorar el servicio de transporte en general.

Aumento de capacitaciones para conductores de autobús:

Con respecto a los comentarios relacionados con el comportamiento y la seguridad de los conductores, los conductores de Madera County Connection reciben 60 horas de capacitación intensiva como parte de su proceso inicial de incorporación y continúan recibiendo dos horas de capacitación en seguridad cada mes. La capacitación incluye asistencia a pasajeros, protocolos de la ADA, conducción defensiva y procedimientos de seguridad operativa. La mayoría de las personas que completan las encuestas del proceso UTN indican que se sienten seguras al utilizar el transporte público en el Condado de Madera. En la reciente reunión comunitaria en La Viña, también se aclaró que los conductores específicos mencionados en algunas de las preocupaciones expresadas por los asistentes ya no trabajan como conductores. Asimismo, los residentes compartieron que están satisfechos con los conductores actuales que prestan servicio en la ruta.

MCTC también alienta a los usuarios a reportar de inmediato cualquier problema de seguridad o servicio al cliente directamente a la agencia de transporte cuando ocurra. Estos se consideran asuntos operativos, y el reporte oportuno permite que la agencia los investigue y los atienda con prontitud. El

proceso de Necesidades de Transporte No Atendidas no está diseñado para resolver quejas operativas individuales, a menos que exista evidencia de una deficiencia generalizada o a nivel del sistema entre los conductores. Solo en esos casos se consideraría una necesidad de transporte no atendida.

Materiales educativos tipo “Cómo usar el transporte”:

Coincidimos en que las herramientas educativas sobre el transporte pueden ayudar a los nuevos usuarios a comprender mejor los servicios disponibles. Las agencias de transporte pueden explorar la posibilidad de desarrollar videos o materiales informativos multilingües.

2. Ruta Eastin–Arcola–Ripperdan–La Viña

Viajes adicionales y ampliación de los días de servicio:

Estas solicitudes se evaluarán a través del proceso de UTN utilizando los criterios de “necesidad de transporte insatisfecha” y “razonable de cumplir” adoptados por la Junta de Políticas de MCTC. Los nuevos resultados de la encuesta de La Viña se incluirán como parte de la evaluación de este año.

Opciones de microtránsito o ampliación del servicio Dial-A-Ride:

Actualmente, el Condado está evaluando cómo implementar el microtránsito con base en el estudio que se completó el año pasado.

Amenidades en la parada de autobús de la calle Viña:

MCTC coincide en que los refugios y la iluminación mejoran la seguridad y la comodidad. La implementación depende del derecho de paso, la viabilidad conforme a la ADA y la coordinación con el Condado o la Ciudad. Tal como se discutió en la reciente reunión comunitaria en La Viña, el Condado investigará posibles soluciones en coordinación con los residentes cercanos.

Esfuerzos adicionales y continuos para mejorar el transporte público

MCTC y las agencias locales de transporte público tienen múltiples iniciativas en curso para mejorar el servicio en todo el condado. Estos esfuerzos de planificación ayudan a garantizar que cualquier estrategia o cambio en el servicio que se implemente esté basado en datos, sea viable y esté alineado con las necesidades a largo plazo.

Actualmente, MCTC está utilizando fondos del Programa de Transporte Público SB 125 para preparar un plan financiero a largo plazo para los tres operadores locales de transporte del Condado de Madera. El proyecto analizará el desempeño actual del transporte, evaluará la demanda, el servicio y las alternativas de capital, y entregará una estrategia financiera integral a largo plazo para guiar las inversiones en transporte del Condado de Madera hasta el año 2036. El plan resultante respaldará un sistema de transporte que satisfaga mejor las necesidades de los usuarios, con una mejor calidad de servicio, eficiencia y estabilidad a largo plazo.

Además, MCTC actualizará su Plan de Transporte a Corto Plazo (Short-Range Transit Plan, SRTP) y su Plan Coordinado de Transporte Público–Servicios Humanos el próximo año, y ha solicitado una Subvención de Planificación de Transporte Sostenible de Caltrans para asegurar apoyo de consultores para este trabajo. El SRTP proporcionará un plan detallado de cómo pueden mejorarse y financiarse los servicios de transporte durante los próximos años. Evalúa el desempeño actual, identifica necesidades de servicio y

describe estrategias específicas para rutas, horarios, inversiones de capital y operaciones. Al definir claramente las prioridades y alinear los recursos, un SRTP ayuda a las agencias locales de transporte a tomar decisiones informadas y eficientes.

La Ciudad de Madera está llevando a cabo un estudio de viabilidad de microtránsito y recientemente lanzó una encuesta pública para recopilar opiniones sobre posibles mejoras. Los residentes pueden proporcionar sus comentarios a través del enlace correspondiente. Se prevé que el estudio se complete el próximo año.

El Condado de Madera también se encuentra en las primeras etapas de implementación de las recomendaciones de su estudio de microtránsito recientemente finalizado. Asimismo, el Condado ha solicitado una Subvención de Planificación de Transporte Sostenible de Caltrans para completar el Plan Maestro de Transporte Público del Condado de Madera: Visión 2047. Si se otorga la subvención, este proyecto brindará al Condado de Madera una oportunidad importante para integrar de manera efectiva tendencias emergentes e innovaciones en el transporte público y delinear un camino claro hacia la implementación con resultados medibles y centrados en la comunidad.

En conjunto, estos esfuerzos reflejan un compromiso coordinado para mejorar las opciones de movilidad y fortalecer la red general de transporte para los residentes de todo el condado.

Cierre

Gracias nuevamente por sus comentarios, su participación comunitaria y su colaboración continua. Sus aportes se incluirán en el expediente oficial del proceso de Necesidades de Transporte Público Insatisfechas para el Año Fiscal 2026–27 y se compartirán con el SSTAC y la Junta de Políticas de MCTC como parte de sus deliberaciones.

Esperamos continuar colaborando para apoyar las necesidades de movilidad de los residentes del Condado de Madera. No dude en comunicarse con nosotros si tiene alguna pregunta o desea analizar algún punto con mayor detalle.

Atentamente,

Comisión de Transporte del Condado de Madera

Social Services Transportation Advisory Council

**Madera County
Transportation
Commission
Members**

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Chair
Jose Rodriguez
City of Madera

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Vice Chair
Robert Poythress
Madera County

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Waseem Ahmed
City of Chowchilla

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Robert Macaulay
Madera County

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David Rogers
Madera County

•

Rohi Zacharia
City of Madera

January 21, 2026

Jose Rodriguez, Chair
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

SUBJECT: SSTAC FY 2026/27 “Unmet Transit Needs” Recommendation

Dear Chair Rodriguez:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC met in September 2025 to review last year’s findings and to prepare for this cycle’s unmet transit needs process. Comments regarding transit needs in Madera County were received at the “Unmet Transit Needs” Public Hearing on October 22, 2025. The SSTAC met again on December 9, 2025, following the public hearing to review all comments received and evaluate them based on the MCTC Policy Board adopted definitions of “unmet transit need” and “reasonable to meet”. After thorough evaluation, we recommend the Commission adopt by resolution the following findings:

- 1. For FY 2026-27 there are no unmet transit needs that are reasonable to meet within the jurisdiction of the County of Madera.**

Additionally, the SSTAC requests the following to be addressed during the upcoming fiscal year:

- The SSTAC formally recommends that the County of Madera identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County’s microtransit feasibility study already completed, the SSTAC believes that additional planning should be accompanied by a clearer path toward implementation. The SSTAC recognizes microtransit as a viable solution to address the unique transportation needs of the county’s rural and mountain communities and urges the County of Madera to take concrete steps toward implementation.
- 2. For FY 2026-27 there are no unmet transit needs within the jurisdiction of the City of Chowchilla.**
 - 3. For FY 2026-27 there are no unmet transit needs within the jurisdiction of the City of Madera.**
 - 4. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.**

Patricia Taylor
MCTC
Executive Director
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Madera, CA 93637
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patricia@maderactc.
org

The SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county.

The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla as well as Fairmead and Valley State Prison.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Viña, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provide transportation to the Eastern Madera County communities including service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

Sincerely,

Frank Simonis, SSTAC Chair

Social Services Transportation Advisory Council

Madera County Transportation Commission Members

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Chair
Jose Rodriguez
City of Madera

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Vice Chair
Robert Poythress
Madera County

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Waseem Ahmed
City of Chowchilla

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Robert Macaulay
Madera County

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David Rogers
Madera County

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Rohi Zacharia
City of Madera

Enero 21 del 2026

Jose Rodriguez, Presidente
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

Asunto: Recomendación del SSTAC para el Año Fiscal 2026/27 sobre “Necesidades de Transporte Insatisfechas”

Estimado Presidente Rodríguez:

Es con gran agrado que el Consejo Asesor de Transporte de Servicios Sociales (SSTAC) presenta nuevamente una recomendación a la Comisión de Transporte del Condado de Madera en relación con posibles Necesidades de Transporte Público Insatisfechas en el Condado de Madera. El SSTAC se reunió en septiembre de 2025 para revisar los hallazgos del año anterior y prepararse para el proceso de necesidades de transporte público insatisfechas de este ciclo. Los comentarios relacionados con las necesidades de transporte público en el Condado de Madera se recibieron durante la Audiencia Pública sobre “Necesidades de Transporte público Insatisfechas”, realizada el 22 de octubre de 2025. Posteriormente, el SSTAC se reunió nuevamente el 9 de diciembre de 2025, después de la audiencia pública, para revisar todos los comentarios recibidos y evaluarlos con base en las definiciones de “necesidad de transporte público insatisfechas” y “razonable de cumplir”, adoptadas por la Junta de Políticas de la MCTC. Tras una evaluación exhaustiva, recomendamos que la Comisión adopte mediante resolución las siguientes conclusiones:

- 1. Para el año fiscal 2026-27, no existen necesidades de transporte público insatisfechas que sean razonables de satisfacer dentro de la jurisdicción del Condado de Madera.**

Además, el SSTAC solicita que se aborden los siguientes puntos durante el próximo año fiscal:

- El SSTAC recomienda formalmente que el Condado de Madera identifique y presente una estrategia fiscal definida para avanzar en la implementación de un proyecto piloto de microtransporte. Con el estudio de viabilidad de microtransporte del Condado ya completado, el SSTAC considera que la planificación adicional debe ir acompañada de un camino más claro hacia la implementación. El SSTAC reconoce al microtransporte como una solución viable para atender las necesidades de transporte únicas de las comunidades rurales y de montaña del condado y exhorta al Condado de Madera a tomar medidas concretas para su implementación.
- 2. Para el año fiscal 2026-27, no existen necesidades de transporte público insatisfechas dentro de la jurisdicción de la Ciudad de Chowchilla.**
 - 3. Para el año fiscal 2026-27, no existen necesidades de transporte público insatisfechas dentro de la jurisdicción de la Ciudad de Madera.**

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4. Mantener los sistemas de transporte público existentes en el Condado de Madera: Madera Transit System (Madera Metro y Dial-A-Ride) en la Ciudad de Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; y Eastern Madera County Senior Bus.

El SSTAC recomienda que los sistemas de transporte público actuales continúen operando en el Condado de Madera. Los sistemas de transporte existentes satisfacen una necesidad actual de servicios de transporte público en el condado.

Los sistemas existentes son:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

El Madera Metro y el Madera Dial-A-Ride brindan servicios de transporte que cubren toda la Ciudad de Madera.

El Chowchilla Area Transit Express (CATX) ofrece servicios de transporte que cubren toda la ciudad de Chowchilla, así como Fairmead y la prisión Valley State.

El Madera County Connection (MCC) proporciona transporte interurbano desde Chowchilla, Fairmead, Madera, La Viña, Madera Ranchos y el Este del Condado de Madera hacia el Children's Hospital Central California, donde se puede hacer conexión hacia Fresno a través del Fresno Area Express (FAX).

El Programa de Autobús para Personas Mayores y el Servicio de Acompañamiento (Escort Service) brindan transporte a las comunidades del Este del Condado de Madera, incluyendo servicio hacia Raymond. Este servicio se ofrece los miércoles de 8:30 a.m. a 4:30 p.m.

Atentamente,

Frank Simonis, Presidente del SSTAC

January 21, 2026

TO: Interested Individuals and Organizations

FROM: Madera County Transportation Commission Policy Board

SUBJECT: Unmet Transit Needs for Fiscal Year 2026-2027

On behalf of the entire Madera County Transportation Commission (MCTC) Policy Board, we thank you for your interest in the unmet transit needs process. Public participation in this process is critical to ensure that the public transportation needs of the community are being reasonably met. If you have submitted comments regarding transit needs to the Social Services Transportation Advisory Council for consideration, we thank you for your participation.

This year we received several comments that will help improve public transportation within the Madera County Region. The Social Services Transportation Advisory Council, a group composed of representatives from local social service agencies, local transit agencies, and transit users, thoroughly evaluated each comment, and made recommendations to the MCTC Policy Board.

Enclosed is a copy of the resolution approving the findings, comment summaries, and the Social Service Transportation Advisory Council's response to each comment.

If you have any questions, please contact MCTC staff member Natalia Austin at 559-675-0721 or naustin@maderactc.org.

Sincerely,

Jose Rodriguez, Chair
Madera County Transportation Commissioner

January 21, 2026

PARA: Personas y organizaciones interesadas

DE: Junta de Políticas de la Comisión de Transporte del Condado de Madera

ASUNTO: Necesidades de Transporte Insatisfechas para el Año Fiscal 2026-2027

En nombre de toda la Junta de Políticas de la Comisión de Transporte del Condado de Madera (MCTC), le agradecemos su interés en el proceso de necesidades de transporte público insatisfechas. La participación pública en este proceso es fundamental para garantizar que las necesidades de transporte público de la comunidad se estén satisfaciendo de manera razonable. Si ha enviado comentarios sobre las necesidades de transporte público al Consejo Asesor de Transporte de Servicios Sociales para su consideración, le agradecemos su participación.

Este año recibimos varios comentarios que ayudarán a mejorar el transporte público dentro de la región del Condado de Madera. El Consejo Asesor de Transporte de Servicios Sociales, un grupo compuesto por representantes de agencias locales de servicios sociales, agencias locales de transporte público y usuarios del transporte público, evaluó minuciosamente cada comentario y realizó recomendaciones a la Junta de Políticas de MCTC.

Adjunto encontrará una copia de la resolución que aprueba los hallazgos, los resúmenes de los comentarios y la respuesta del Consejo Asesor de Transporte de Servicios Sociales a cada comentario.

Si tiene alguna pregunta, comuníquese con la miembro del personal de MCTC, Natalia Austin, al 559-675-0721 o a naustin@maderactc.org.

Atentamente,

José Rodríguez, Presidente
Comisionado de Transporte del Condado de Madera

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

In the matter of
**FINDINGS OF THE FY 2026-27 UNMET
TRANSIT NEEDS HEARING**

Resolution No.: **26-01**

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

WHEREAS, The Madera County Transportation Commission adopted the following definitions by Resolution No. 22-01 for its Unmet Transit Needs process:

- A. **UNMET TRANSIT NEEDS**: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. **REASONABLE TO MEET**: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
 - 1. **Feasibility**
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
 - Sufficient ridership potential exists for new, expanded or revisited transit services.
 - The proposed transit service will be safe and comply with local, state and federal law.
 - 2. **Community Acceptance**
 - The proposed service has community support from the general public, community groups, and/or community leaders.
 - 3. **Benefit to Population**
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.

4. Cost-Effective

- The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
- The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.

5. Consistent with Intent of Existing Transit Service(s)

- Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

WHEREAS, The Madera County Transportation Commission has given consideration to the requirements pursuant to Public Utilities Code, Section 99401.5.; and

WHEREAS, The Madera County Transportation Commission has determined that there are no public transportation or specialized transportation services that are identified in the 2022 Regional Transportation Plan which are not being implemented and/or funded; and

WHEREAS, The Madera County Transportation Commission, pursuant to Public Utilities Code, Section 99401.5 has noticed and held a public hearing on October 22, 2025, to receive testimony on unmet public transportation needs; and

WHEREAS, The Madera County Transportation Commission has considered the testimony received at said hearing and through other methods of receiving public feedback pursuant to Public Utilities Code, Section 99238.5.

NOW, THEREFORE, LET IT BE RESOLVED, that the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2026/27 within the jurisdiction of the City of Madera, there are no unmet transit needs in FY 2026/27 within the jurisdiction of the City of Chowchilla, and that there are no unmet transit needs that are reasonable to meet in FY 2026/27 within the jurisdiction of the County of Madera.

BE IT FURTHER RESOLVED, the Social Service Transportation Advisory Council recommend the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2026/27 within the jurisdiction of the County of Madera and that the following items be addressed during the upcoming fiscal year:

- The County of Madera will identify and present a defined fiscal strategy to advance the implementation of a microtransit pilot project. With the County’s microtransit feasibility study already completed, additional planning should be accompanied by a clearer path toward implementation. Microtransit is recognized as a viable solution to address the unique transportation needs of the county’s rural and mountain communities, therefore the County of Madera is urged to take concrete steps toward implementation.
2. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2026/27 within the jurisdiction of the City of Chowchilla.
 3. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 2026/27 within the jurisdiction of the City of Madera.
 4. Maintain existing transit systems in Madera County: The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX) while the Senior Bus Program and the Medical Escort Service provide transportation to the Eastern Madera County Communities, Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera, and the Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla as well as Valley State Prison.

BE IT FURTHER RESOLVED, the Madera County Transportation Commission finds that the existing transit system meets a continuing transit need and it is reasonable to continue the funding for the existing transit systems.

The foregoing resolution was adopted this 21st day of January 2026 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Rogers	_____
Commissioner Macaulay	_____
Commissioner Zacharia	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 5-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Award Contract – Regional Climate Adaptation and Resilience Framework for Madera County

Enclosure: No

Action: Authorize staff to negotiate and enter a contract with Mark Thomas for an amount not to exceed \$575,000 to provide services for a Regional Climate Adaptation and Resilience Framework for Madera County

SUMMARY:

The MCTC Policy Board approved the release of a Request for Proposals (RFP) at its October 22, 2025, meeting, to retain a consulting firm to provide services for a Regional Climate Adaptation and Resilience Framework for Madera County. A link to the RFP can be found here: [RFP RCARF Madera County](#). Staff received six proposals. A scoring committee scored the proposals according to the established criteria, and the results of the scoring are as follows:

Firm	Cost	Average Score	Rank
Mark Thomas	\$574,962.35	94.5	1
Integral	\$573,368	93.25	2
WSP	\$553,251.48	92	3
Cambridge Systematics	\$564,996	89.25	4
Hua Nani Partners	\$556,300	87	5
Horizon 54	\$574,842.54	81	6

After conducting the RFP process, scoring, and evaluating the submitted proposals, MCTC staff and the scoring committee are recommending the MCTC Policy Board to authorize staff to negotiate and enter into a contract with Mark Thomas for an amount not to exceed \$575,000. The term of the contract will be February 1, 2026, through April 30, 2028.

FISCAL IMPACT:

Local match cash requirement of \$69,315 over the next three years until June 30, 2028.



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – November 19, 2025

Enclosure: Yes

Action: Approve November 19, 2025, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for November 19, 2025, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.

EXECUTIVE MINUTES

Date: November 19, 2025

Time: 3:00 pm

Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Jose Rodriguez, Chair
Commissioner Robert Poythress, Vice Chair
Commissioner Waseem Ahmed
Commissioner Robert Macaulay
Commissioner David Rogers
Commissioner Rohi Zacharia

Members Absent: None

Policy Advisory Committee: Above Members
Shane Gunn, Caltrans District 06

MCTC Staff: Patricia Taylor, Executive Director
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Natalia Austin, Senior Regional Planner
Samantha Saldivar, Accounting Technician



1. **CALL TO ORDER by Chair Rodriguez**
2. **PLEDGE OF ALLEGIANCE**
3. **PUBLIC COMMENT**

This time is made available for comments from the public on matters within the Board's jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today's agenda. Members of the public may comment on any item that is on today's agenda when the item is called and should notify the Chair of their desire to address the Board when that agenda item is called.

Chair Rodriguez opened the floor for public comment. No public comment was received.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **TRANSPORTATION CONSENT ITEMS**

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

3:05 pm Commissioner Rogers arrived at the meeting

4-A. 2026 Meeting Schedule

Action: Information and Discussion Only

4-B. November 2025 edition of *The Commission Vision*

Action: Information and Discussion Only

4-C. Tribal Transportation Program Safety Fund (TTPSF)

Action: Information and Discussion Only

4-D. Save the Date - CALCOG 2026 Regional Leadership Forum

Action: Information and Discussion Only

4-E. Letter of Support - City of Madera Clean California Community Cleanup and Employment Pathway (CCEP) Grant Application

Action: Information and Discussion Only



4-F. 2025 Annual Listing of Projects with Federal Funding

Action: Information and Discussion Only

4-G. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 10 – (Type 1 – Administrative Modification)

Action: Ratify

4-H. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – (Type 1 – Administrative Modification)

Action: Ratify

4-I. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 12 – (Type 3 – Formal)

Action: Ratify

Transportation Consent Calendar Action on Items 4A-4I

Commissioner Poythress requested that Item 4A be pulled for discussion. He noted the need to amend the September 2026 meeting date from September 23 to September 16, 2026.

Following discussion, Commissioner Poythress moved to approve Transportation Consent Items 4A–4I, including the revised meeting dates as presented. Commissioner Macaulay seconded the motion.

A vote was called, and the motion passed unanimously.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Vote passed 6-0	Yes

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

5-A. State Legislative Update: October 2025 Bill Matrix and Draft 2026 MCTC Legislative Platform

Action: Direction May Be Provided

Chair Rodriguez opened the floor for public comment. No public comment was received.

5-B. State Route 99 Comprehensive Multimodal Corridor Plan – Final (CMCP)

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.



5-C. 2026 Madera County Regional Transportation Improvement Program (RTIP)
Action: Approve the 2026 Madera County Regional Transportation Improvement Program (RTIP) by Resolution 25-11 and direct staff to submit to the California Transportation Commission by December 15, 2025

Chair Rodriguez opened the floor for public comment. No public comment was received.

Upon motion by Commissioner Poythress, seconded by Commissioner Macaulay, to approve the Madera County Regional Transportation Improvement Program (RTIP). A vote was called and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

5-D. Draft 2026 Interregional Transportation Improvement Program (ITIP) Update
Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment, no public comment was received.

5-E. California Housing Law & Policy Update – Recap
Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

6. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

Chair Rodriguez opened the floor for public comment. No public comment was received.

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes



Commissioner Rogers Yes
 Commissioner Zacharia Yes
 Vote passed 6-0

7. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

7-A. Executive Minutes – October 22, 2025
Action: Approve October 22, 2025, Meeting Minutes

7-B. Transportation Development Act (LTF) – Allocation, Resolution 24-09 Amendment No. 4
Action: Approve Resolution 24-09 Amendment No. 4

7-C. Transportation Development Act (STA) – Allocation, Resolution 25-08 Amendment No. 2
Action: Approve Resolution 25-08 Amendment No. 2

Chair Rodriguez opened the floor for public comment. No public comment was received.

Administrative Consent Action on Items 7A-7C

Upon motion by Commissioner Macaulay, seconded by Commissioner Rogers, to approve the Administrative Consent Items 7A-7C. A vote was called, and the motion carried.

Roll call for votes:
 Commissioner Rodriguez Yes
 Commissioner Poythress Yes
 Commissioner Ahmed Yes
 Commissioner Macaulay Yes
 Commissioner Rogers Yes
 Commissioner Zacharia Yes
 Vote passed 6-0

8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Authority or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the items will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Authority concerning the item before action is taken.

9-A. 2026 Meeting Schedule

Action: Information and Discussion Only

9-B. HdL Newsletter – 2nd Quarter 2025

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

Administrative Consent Calendar Action on Items 9A-9B

Commissioner Poythress requested that Item 9A be pulled for discussion. He noted the need to amend the September 2026 meeting date from September 23 to September 16, 2026.

Following discussion, Commissioner Rogers moved to approve Transportation Consent Items 9A–9B, including the revised meeting dates as presented. Commissioner Poythress seconded the motion.

A vote was called, and the motion passed unanimously.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Poythress	Yes
Commissioner Ahmed	Yes
Commissioner Macaulay	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes

Vote passed 6-0

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. 2025 Focus on the Future Conference Recap

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- The Amtrak San Joaquins service has been rebranded as the Goldrunner. Commissioner Poythress and Director Taylor attended the kickoff event on Friday, November 14, 2025.
- Director Taylor wished everyone a Happy Holidays.
- MCTC is dark in December, the next Policy Board Meeting will be January 21, 2026.

Dylan Stone, Principal Regional Planner, provided the following comment:

- The California Air Resources Board (CARB) has submitted a new emissions model to the Environmental Protection Agency (EPA) for review, based on the 2021 EMFAC Emissions Factor model. EPA review and comments are pending, and no timeline for approval has been provided. Once approved, the model will be forwarded to MCTC for testing with MCTC's tools.

11-B. Items from Caltrans

Shane Gunn, Acting Deputy Director, Caltrans District 06 provided the following comments:

- Staffing updates: John Liu, Deputy District Director, Maintenance and Operations, will be retiring at the end of December 2025. Alec Kimmel, Chief, Systems Planning, will be transferring to Caltrans District 05 at the end of December 2025.
- District 06 hosted a tour with Assembly Member Soria last week, visiting projects in Chowchilla, Mendota, and Kerman. The tour provided a valuable opportunity to highlight projects in Chowchilla as well as other projects throughout District 06. On behalf of Caltrans, Director Gunn thanked Director Taylor for the partnership between Caltrans and MCTC.
- The Sustainable Transportation Planning Grant program applications are due November 21, 2025. Virtual workshops and one-on-one consultations have been offered. For any last-minute questions, contact Braden Duran at Caltrans District 06.
- Better Utilizing Investments to Leverage Development (BUILD) grant Notice of Funding Opportunity (NOFO) to be announced soon. Caltrans will provide letters of support, the deadline to request a letter of support is 14 days after the NOFO to allow time for signatures.
- The South Madera Six Lane Project right-of-way process is in its final stage, awaiting railroad approval. Construction is scheduled to begin in Summer 2026.



- The North Madera Six Lane Project is in the environmental phase. Project Approval and Environmental Document (PA&ED) completion is targeted for April 2028, with Ready-to-List (RTL) in 2031.
- The Downtown Madera Capital Preventative Maintenance Project advertised for construction on November 10, 2025. Construction is targeted to begin in May 2026 following the completion of the City of Madera's water project. There will be a groundbreaking ceremony once a contractor is in place.
- The Madera South Expressway Project design is anticipated to be completed December 2025, with construction in Spring 2026.
- The Chowchilla Capital Preventative Maintenance Project is in the Plans, Specifications, and Estimates (PS&E) and Right-of-Way (ROW) phases and is expected to be ready to list in spring 2026.

11-C. Items from Commissioners

Commissioner Poythress made the following comment:

- Commissioner Poythress reported on his attendance at the California Council of Governments (CALCOG) Conference. He noted that CALCOG's membership includes both the large Councils of Governments representing the Bay Area and Southern California, as well as the smaller Metropolitan Planning Organizations (MPOs), including Madera. Commissioner Poythress expressed the importance of attending the Conference to provide input. Discussed was the one size does not fit all. It is important that our rural areas are represented well. CALCOG advocates for the MPOs and Councils of Governments, MCTC was able to provide input so advocacy could take place on our behalf.

Commissioner Ahmed made the following comment:

- Commissioner Ahmed thanked Director Taylor and Caltrans for organizing the tour, which included the City of Chowchilla's State Route 233 project. City staff provided positive feedback. Assembly Member Soria noted that hearing about an issue is very different from being in the field and seeing it firsthand.

Commissioner Rodriguez made the following comment:

- Chair Rodriguez announced the passing of former Mayor and City Council Member Herman Perez and expressed condolences to his family and loved ones. A moment of silence was observed by Commissioners and staff.

12. CLOSED SESSION

NONE

13. ADJOURNMENT



Meeting adjourned at 4:34 pm.

Next meeting scheduled for Wednesday, January 21, 2026

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is written above the typed name.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 10-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T Regional Program – Programming of Available Funds

Enclosure: Yes

Action: Approve Programming of Available Regional Program Funds for the SR 233 Interchange Multimodal Improvement Project

SUMMARY:

Measure T revenues the last few years have exceeded initial projections resulting in unprogrammed funds available in the Regional Program, specifically in the **Regional Streets and Highways** and **Flexible Funds** categories. Staff recommends allocating these available funds to Phase 2 of the Measure T Regional Program, specifically to the **State Route (SR) 233 Interchange Multimodal Improvement Project** to help support the full funding of this regional project.

BACKGROUND:

The SR 233 Interchange Project was first added to the Regional Program in June 2013 during programming of Phase 2 of the delivery of Regional Program projects. The SR 233 project has been in development since that time (environmental document started March 2014) and has seen several changes in which agency was leading the effort to complete the preliminary documents. Over the years there have been many discussions on several options for the scope of this project and how to fund those options. These discussions over time unfortunately delayed the approval of the environmental document. Eventually it was decided that roundabouts on each side of the bridge would be constructed while expanding the bridge from 2 lanes to 4 lanes possibly done in phases due to the costs of construction and available funding. In 2022 the City of Chowchilla prepared an application for the Local Partnership Program (LPP), and it was submitted by MCTA in December 2022. The application was unsuccessful. Subsequently, MCTC and Chowchilla staff met with staff at the California Transportation Commission to determine how to improve the application to position it better to receive funding. It was recommended that the full project be included in the application due to the multimodal improvements, including pedestrian and bicycle facilities, that were to be added during a planned phase of the project.

Environmental clearance was finally obtained in August 2023 and MCTA entered into a cooperative agreement to begin the full design phase. With the assistance of a consultant for a second LPP application, another application was submitted in November 2024 for the full project with the last-minute understanding that if it was awarded LPP funds, we would need to have the MCTA Board formally approve unprogrammed available funds. Even though it did score better, it still was unsuccessful in being awarded funds. Again, staff met with CTC staff for a debrief of the application. Productive feedback was given, with one of the main issues being that CTC staff believed the project was not quite shelf ready to receive construction funding during that award cycle. They recommended applying for the next cycle.

Staff has been working diligently with Caltrans to continue to move the design forward to help the project be shelf ready with construction currently scheduled for FY 2027-28. Staff is planning to optimistically submit a third LPP application later this fall.

Expenditures to date are as follows:

Environmental: \$1,752,001

Plans, Specs, Estimates: \$3,373,543

Right-of-Way: \$620,540

Total: \$5,746,084

There are two issues to resolve to move towards a fully funded project. As mentioned previously, the first is to program the additional available Regional Program funds for this project. The additional funds will allow the ability to provide sufficient match necessary for the requested LPP funds for the construction phase. After reviewing the available funding and financial policies regarding the programming of funds (including prioritizing shelf ready and/or progressing projects) staff recommend the following:

Recommended Additional Funding Allocation to the SR 233 Multimodal Interchange Project:

- **Regional Streets and Highways** – \$4,772,156
- **Flexible Funds** – \$3,588,844

There are currently no other regional projects that are progressing forward.

Flexible Funds are the impounded funds from the Flexible Allocation. If local jurisdictions do not have an impact fee program or have insufficient fees to pay the required share of a regional project, their flexible program allocation is impounded and forfeited to the Regional Program. The County and City of Madera Flexible program allocations have been impounded since the beginning of Measure T and the City of Chowchilla's allocation has been impounded since 2013 after the programming of the SR 233 project.

The second issue is to resolve the remaining gap in construction funding needed due to the current inflationary pressures on the continued rise in construction costs for the full build of the project. The current estimated need for construction costs is approximately \$45 million. With the additional Regional Program funds (including Flexible funds) the gap still is

approximately \$14-16 million. To close this gap, scope can be reduced, or additional funding needs to be obtained. Staff will work with the City of Chowchilla to find solutions soon for this second issue.

For your information the following sources of other funds are planned for the project:

Committed and Potential Funding Sources:

- **City of Chowchilla** – \$400,000 (Measure T Regional Rehab) + \$1,900,000 (Developer Impact Fees)
- **Caltrans** – \$300,000 (SHOPP Minor B)
- **Planned Grant Application** – \$15,500,000 (SB-1 Local Partnership Program, to be submitted Fall 2026)
- **Uncommitted Federal Community Project Funding** – \$2,000,000

The additional Measure T funding will ensure the project remains on schedule and leverages external funding opportunities to maximize regional transportation improvements. Staff recommends approval of this funding allocation.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.

PROJECT REPORT

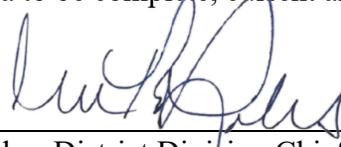
For Project Approval

On Route 99/233 Separation in Madera County

Between 2.6 miles North of Avenue 24 OC

And 1.3 miles South of Le Grande Avenue OC

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:



Maria Toles, District Division Chief, Right of Way

APPROVAL RECOMMENDED:



Mike Day, Project Manager

PROJECT APPROVED:

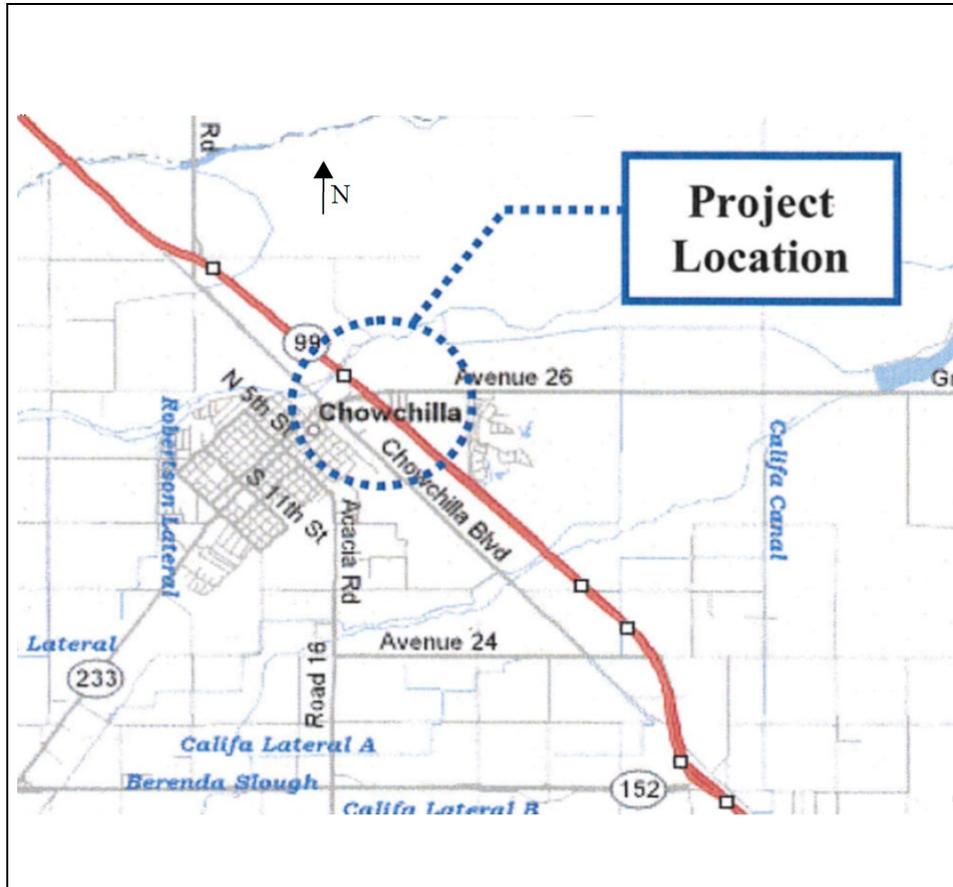


Diana Gomez, District Director

8/1/23

Date

Vicinity Map



This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Johnny Reyes

REGISTERED CIVIL ENGINEER

7/25/2023

DATE



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1. INTRODUCTION

Project Description:

It is proposed to modify the existing interchange at the Route 99/233 interchange in the City of Chowchilla to provide multimodal connectivity, improve traffic operations and safety (See Attachment A, "Title Sheet").

Project Limits	06-Mad-99 Postmile 26.3/26.8	
Number of Alternatives	1 Build And 1 No-Build Alternative	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$9,118,000	\$9,990,000
Capital Outlay Construction	\$21,653,000	\$24,500,000
Capital Outlay Right-of-Way	\$2,130,000	\$2,411,000
Funding Source	Local Measure, Local Private Partnership and SHOPP Minor B Funds	
Funding Year	2025/26	
Type of Facility	North Route 99 and 233 Connector	
Number of Structures	3	
Environmental Determination or Document	Initial Study with Proposed Mitigated Negative Declaration (CEQA)/Anticipated Categorical Exclusion (NEPA)	
Legal Description	Interchange Modification	
Project Development Category	4A	

2. RECOMMENDATION

It is recommended that this project be approved using the preferred alternative and proceed to the Plans, Specifications, and Estimate (PS&E) phase. The affected local agencies have been consulted with respect to the recommended plan, and their project views have been considered and are in general accord with the plan as presented.

3. BACKGROUND

Project History

Route 99 is an important regional and local facility within the San Joaquin Valley. It is a major truck route, which provides critical access for shipment of agricultural goods to markets outside of the Valley. Within the project limit, State Route 99 is designated as national network truck route whereas State route 233 is designated as terminal access truck route. It also serves as a significant recreational access during the summer

months. Regionally Route 99 extends south-north direction to link the San Joaquin and Sacramento Valleys from Interstate 5 approximately 8 miles north of Lebec to a junction with Interstate 5 in Red Bluff. Route 99 is a 4-lane facility throughout the City of Chowchilla with a posted speed limit of 70 mph. In the project area, the Route 99 travel lanes are 12 feet wide with 5-foot left and 10-foot right paved shoulder widths. A 46-foot wide median divides the northbound and southbound travel ways. The width from the center of the median to the inside edge of the travel way is approximately 23 feet in each direction.

Route 233 (Robertson Boulevard) is a northeast arterial that bisects the City of Chowchilla. Route 233 originates at Route 152 and extends from an interchange at Route 152 extending through the downtown area before terminating at the North Route 99 and 233 Connector (Br. No. 41-0055E) in the northeast. Within the project area, Route 233 is a 2-lane undivided conventional highway with 12-foot wide lanes and 8-foot shoulders. The width of the existing right of way varies from 50-feet within the interchange area to 100 feet on the east and west sides of the interchange. In the downtown area, Robertson Boulevard is a four-lane arterial with a center median two-way left-turn lane with a posted speed limit of 30 mph and a selected design speed of 35 mph.

The interchange currently has a partial cloverleaf spread diamond configuration. The structure connector is made up of two spans at 71 feet. The minimum vertical clearance of the structure is 15 feet 4 inches and the horizontal clearance is 54 feet 5 inches. The existing bridge type is a continuous reinforced concrete box girder with 2-column bent and high cantilever seat abutments.

Alternatives Considered but Eliminated from Further Discussion

A Project Study Report was completed in 2009 which outlined a completed L-9 interchange as the standard alternative. The scope and technical data were valid until August 2012. The project did not progress due to the lack of funding. The Project Development team had a meeting in August 2012 to decide the scope of the project. In the meeting, it was decided to proceed with the minimal build alternative for the ease of fundability and exclude the standard build alternative from further consideration and study.

A Project Study Report-Project Development Support (PSR/PDS) document was completed in November of 2013 outlining the minimal build alternative. Subsequently, after the completion of that document the City of Chowchilla wanted to explore additional alternatives for consideration and study which included the L-9 interchange as the standard build alternative

Three alternatives were considered but rejected due to excessive cost and insufficient design life. The alternatives along with their reason for rejection are as follows:

Alternative 1 proposed to provide signalization for the existing ramp termini. This

alternative was rejected because a left turn lane would need to be provided for Robertson Blvd. This would require the existing SB off-ramp to be realigned to accommodate sufficient deceleration and storage length along with widening or replacement of the bridge at Robertson Blvd to provide the left-turn lane and a future SB loop on-ramp. The ramp realignment would entail full replacement of the SB Ash Slough Bridge. This alternative would have approximately a 3 to 7 year design life with a cost of \$12,000,000.

Alternative 2 proposed to provide signalized ramp intersections and a new 4-lane Route 233 Bridge overcrossing with a standard 18 foot median to provide a left-turn lane to the SB on-ramp. This alternative was rejected because the added left-turn lane and through lanes provided for Robertson Blvd would require the existing SB off-ramp to be realigned to accommodate sufficient deceleration and storage length. In order to accommodate the future SB loop on-ramp, a full replacement of the SB Ash Slough Bridge would be necessary. This alternative would have approximately a 10 to 15 year design life with a cost of \$19,000,000.

Alternative 3 proposed to provide a signalized modified L-9 interchange requiring a new 6-lane Route 233 bridge overcrossing with a standard 18 foot median, one additional SB loop on-ramp and NB slip on-ramp. This alternative would also realign the SB off-ramp and cause a full replacement of the SB Ash Slough Bridge as well as the NB Ash Slough Bridge to accommodate the NB slip on-ramp. This alternative would have a 20 to 25 year design life with a cost of \$50,000,000.

Phasing of Alternatives 1, 2, and 3 was not considered because of the high cost and available funds.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. This project will also improve operations of the interchange, improving access to businesses and services.

Need:

The existing ramp termini are currently operating under stop control. Operations and safety for all users is expected to continue to deteriorate with future growth. SR 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the SR 233 overcrossing roadway. The current overcrossing is not wide enough to accommodate cyclists, with no shoulders and a 5-foot sidewalk. It also lacks connectivity to the adjacent local streets on SR 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for cyclists and pedestrians to cross SR 99 from one side of the city to the other.

4A. PROBLEM, DEFICIENCIES, JUSTIFICATION

The Ramp Termini are one-way stop controlled and would not handle project traffic volumes for the design year. As stated previously, the southbound (SB) and northbound (NB) off-ramps with One-Way Stop Control currently operate at LOS "E" and LOS "F" during peak travel hours, respectively. Currently there are no sidewalks and pedestrian use the shoulder and curb provided by the existing bridge to cross over Route 99.

4B. REGIONAL AND SYSTEM PLANNING

As stated previously, Route 233 (Robertson Boulevard) is a northeast arterial that bisects the City of Chowchilla. Route 233 originates at Route 152 and extends through the downtown area before terminating at the North Route 99 and 233 Connector (Br. No. 41-0055E) in the northeast. Within the project area, Route 233 is a 2-lane undivided conventional highway with 12-foot-wide lanes and 8-foot shoulders. According to System Planning, the 20-year concept for Route 233 is a 2-lane conventional highway with improvements and the 20-year concept for Route 99 is a 6-Lane Freeway. The minimal build alternative will be constructed to accommodate the Route 99 and Route 233 ultimate facilities, with the ramp intersection modifications on either side of the bridge constructed as roundabouts with two lanes in each direction.

4C. TRAFFIC

A Draft Operational Analysis Report for Route 99 at Route 233 was completed by the Traffic Operations branch on May 4, 2023. The following recommendations are outlined in the following sections for the northbound (NB) and southbound (SB) ramps in accordance with the analysis.

Route 233/NB Ramps

A 2-lane roundabout at the NB ramp/Route Ave 26 intersection would operate at an acceptable level of service (LOS) to accommodate the 2047 traffic demand. A driveway opposite the northbound ramps for the proposed Rancho Calera commercial site was analyzed.

Below is the proposed lane configuration for 2047 design year:

NB approach: 1 Left-turn Lane, 1 Through Lane, 1 Right-turn Lane
 SB approach: 1 shared Left/Through/Right (Flared right at entrance)
 EB approach: 1 shared Left/Through, 1 shared Through/Right
 WB approach: 1 shared Left/Through, 1 shared Through/Right
 One exit lane at the north leg driveway

Route 233/SB Ramps

A 2-lane roundabout at the SB ramp/Route 233 intersection would operate at an acceptable level of service to accommodate the 2047 traffic demand.

Below is the proposed lane configuration for 2047 design year:

SB approach: 1 shared Left/Through, 1 Right-turn Lane

EB approach: 1 shared Left/Through, 1 Through Lane, 1 Right-turn bypass Lane with 2 receiving entrance ramp

WB approach: 1 shared Left/Through, 1 Through Lane

The SB off-ramp realignment would allow for a future SB loop on-ramp

The recommendation for the ultimate two-lane roundabouts for the ramp termini will operate at an acceptable LOS for the 20-year design life of the project. A hybrid roundabout operates at an acceptable LOS for a 10-year design. The roundabouts will be constructed to fit two lanes but can be striped as hybrid roundabouts for a 10-year period after opening day. Please see the projected LOS compared to the existing LOS at peak hour volume at the ramp locations.

Table 1

	2022	2037	2047
NB ramp intersection	LOS F	LOS C	LOS B
SB ramp intersection	LOS E	LOS B	LOS A

Traffic Collisions

Route 99

The collision history for the Route 99 segment for the three-year period from April 1, 2019, to March 31, 2022 as shown on Table 2 indicates that in the NB direction, a total rate of fatal and injury related collisions is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

The collision history for the Route 99 segment for the three-year period from April 1, 2019, to March 31, 2022 as shown on Table 2 indicates that in the SB direction, a total rate of fatal collision that is below the average for similar facilities statewide, a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

The collision rates in collisions per million-vehicle-miles (MVM) are:

Table 2 Route 99

Freeway Segment	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Northbound Route 99	0.000	0.00	0.70	0.008	0.27	0.81
Southbound Route 99	0.000	0.39	0.94	0.008	0.27	0.81

Route 99 Ramps

NB On-Ramp

The collision history for the NB off-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

NB Off-Ramp

The collision history for the NB off-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

SB On-Ramp

The collision history for the SB on-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

SB Off-Ramp

The collision history for the SB on-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

The collision rates in collisions per million-vehicle (MV) are:

Table 3 Ramps

Route 99 ramps @ Route 233	Actual (MV)			Average (MV)		
	Fatal	F+I	Total	Fatal	F+I	Total
NB off-ramp PM 26.323	0.000	1.04	1.73	0.004	0.15	0.45
NB on-ramp PM 26.463	0.000	0.45	0.90	0.010	0.14	0.50
SB on-ramp PM 26.474	0.000	0.00	0.31	0.001	0.15	0.48
SB off-ramp PM 26.728	0.000	0.96	7.72	0.006	0.28	0.82

Route 233

The collision history for the highway segment on Route 233 for the three-year period from April 1, 2019, to March 31, 2022 as shown on Table 4, from PM 3.680 to 3.886 (west end of Route 233 Over-Crossing) indicates a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

The collision rates in MVM are as follows:

Table 4 Route 233

Highway Segment	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Route 233 (PM 3.680/3.886)	0.000	0.00	0.34	0.012	0.48	1.07

5. ALTERNATIVES

5A. VIABLE ALTERNATIVES

It is proposed to modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. Each roundabout will be constructed with ultimately two circulating lanes in the eastbound and westbound directions.

The northbound offramp from State Route 99 will enter the two-lane roundabout east of Route 99. The northbound onramp to Route 99 will be accessible on the south leg of the eastern roundabout. A drainage basin will be constructed on the southeastern quadrant of the State Route 99/State Route 233 interchange. An access road will be constructed northwest of the eastern roundabout to accommodate the residents living nearby.

The southbound onramp to Route 99 will be accessible on the south leg of the western roundabout. The southbound offramp from State Route 99 will enter the two-lane roundabout west of Route 99. The southbound offramp realignment will require the widening of the Ash Slough Bridge.

The existing State Route 233 bridge over State Route 99 will remain in place to accommodate the eastbound traffic; the bridge rails will be upgraded, and a class II bike lane will be striped along the outside shoulder. A new separate concrete bridge will be constructed for westbound traffic. This new bridge will be constructed north of the existing structure and will have two 12 foot lanes, a 5 foot inside shoulder, an 8 foot outside shoulder and a 10 foot sidewalk, which will accommodate passage for pedestrians and bicyclists. After construction, there will be a total of two separate bridges spanning over State Route 99. The 10 foot sidewalk will be placed along the

westbound lanes on the new bridge to provide pedestrians a connection between the west and east side of the city. To accommodate for this new bridge, a multi-column bent will be built in the median on State Route 99, and earthen material will be needed at the abutments.

5A.1 Nonstandard Design Features

The project preferred alternative proposes new and existing nonstandard design features as follows:

- Nonstandard 2:1 side slope will be maintained and proposed throughout the interchange.
- Maintain existing nonstandard vertical clearance at the existing N99 & 233 Connector (Br. No. 41-0055E).
- Maintain existing nonstandard distance between ramp intersections and local road intersections at the northbound off/on ramp intersection.
- Nonstandard driveway opposite of the ramp intersection at the northbound off/on ramp intersection.

A Design Standard Decision Document for these nonstandard design features is currently being prepared and will be reviewed by the district design liaison.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. HAZARDOUS WASTE

The former Wilbur-Ellis facility, assessor parcel number 014-020-013 was used as an agricultural chemical sales business. At least eight underground storage tanks and one waste sump were located on the property according to State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list. A review of files at the Madera County Environmental Health Division indicated that two plastic sumps were used to collect rinse water from empty chemical containers and spray equipment prior to being pumped into an aboveground plastic containment tank. The State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list for Wilbur-Ellis listed eight tanks and one sump. No information was found in the regulatory record as to whether the tanks and sumps have been properly removed. Additionally, soil staining was observed in the vacant field between the former Wilbur-Ellis office and Robertson Boulevard. A preliminary site investigation of the high-risk Wilbur-Ellis property (APN 014-020-013) was conducted to confirm if the potentially hazardous material site could impact right of way/temporary construction easement areas of the project.

Aerially Deposited Lead

Geocon Consulting Services, Inc. conducted an aerially deposited lead study for Caltrans within the project area at the State Route 99 and the State Route 233 Interchange. Soil samples were collected and analyzed from 23 direct push borings and one hang auger boring along the State Route 99/State Route 233 interchange within Caltrans' right-of-way. A total of 72 soil samples were collected and submitted for lab analysis. Results indicate that aerially deposited lead in surface soils from 0.0 to 0.5 feet within the proposed construction zone, would be classified as a California hazardous waste due to higher lead concentrations. The soils excavated from 0.5 to 2.0 feet of the project area in any combination of layers qualifies as unregulated, non-hazardous material and may therefore be reused within Caltrans right of way, relinquished to the contractor, or disposed of as a non-hazardous/non-regulated material.

Asbestos Containing Materials and Lead Containing Paint

Geocon Consulting Services, Inc. conducted an asbestos containing materials and lead containing paint survey for Caltrans within the project area at the State Route 99 and the State Route 233 interchange. A total of sixteen bulk asbestos samples representing seven suspect components were collected. No suspect lead containing paint was observed on structural members of the bridges. Consequently, no paint samples were collected. Asbestos was not detected in suspect samples collected during the survey.

6B. VALUE ANALYSIS

Value Analysis (VA) is a function-oriented, structured, multi-disciplinary team approach to solving problems or identifying improvements. The goal of the VA study is to improve value by sustaining or improving performance attributes while at the same time reducing overall cost. Projects having bridge work with any overall capital cost of \$25,000,000 benefit greatly for a VA. Since the total project is more than \$25,000,000, a VA Study will be required. This study will be performed during the PS&E phase.

6C. RESOURCE CONSERVATION

To maximize the use of in-place facilities on the existing SR 233 the proposed construction will be using the existing SR 233 as the eastbound lanes. Existing AC pavement materials that will be removed may be stored at a maintenance station in the vicinity of the project for future use. District Maintenance will be contacted during the PS&E phase for the potential need and exact location to deliver the removed materials

6D. RIGHT-OF-WAY ISSUES

Access control is required on the opposite side of the NB ramps but there is a property located northeast of the interchange. If a Design Standard Decision Document is not approved, driveway easement rights will need to be granted for the property.

There are existing Pacific Gas and Electric power poles within the project site that will need to be relocated which will require easements outside the right of way. There are existing underground electrical and telephone facilities that cross Route 99 north of the existing Route 233 Overcrossing. These underground lines may conflict with the abutments of the proposed overcrossing. If the line conflicts with the new overcrossing the facilities will need to be relocated through the structure.

The Union Pacific Railroad rail line runs parallel with Route 99 west of Chowchilla Blvd. A Railroad Clearance letter will be required.

A right of way data sheet is included as an attachment.

6E. ENVIRONMENTAL COMPLIANCE

The Initial Study/Mitigated Negative Declaration has been prepared in accordance with Caltrans' environmental procedures, as well as state and federal environmental regulations. See attachment H for more details on the environmental document. The Categorical Exclusion will be prepared for National Environmental Policy Act compliance at project approval. A preliminary paleontological mitigation plan was prepared in 2015 by Cogstone Resource Management to address the potential to encounter paleontological resources during the proposed improvements for the Madera state Route 99/State route 233 interchange project.

6F. AIR QUALITY CONFORMITY

The implementation of this project is not expected to create a new violation or worsen an existing violation of the California air quality standards. Additionally, it has been determined by the Federal Highway Administration (FHWA) and Environmental Protection Agency that the project is not a project of air quality concern. Greenhouse gas (carbon monoxide) emissions would be reduced over the existing conditions.

6G. TITLE VI CONSIDERATIONS

A Relocation Impact Memorandum was completed in September 2014. The project area is surrounded by commercial and residential properties. There is one parcel that has been cultivated in the past, but it is currently designated for commercial and residential development by the City of Chowchilla

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.).

6H. NOISE ABATEMENT DECISION REPORT

This noise study was conducted to determine the future traffic noise impacts at six receivers in the vicinity of the proposed project. These represent traffic noise levels for the existing and the design-year no-build alternative condition as well as for the design-year build alternative. Potential long-term noise impacts associated with project operations are solely from traffic noise. Traffic noise was evaluated for the worst-case traffic condition. It was determined that noise abatement is not required for the project. Construction noise control will conform to the provisions in Section 14-8.02 “Noise Control” of the Caltrans Standard Specifications.

6I. LIFE-CYCLE COST ANALYSIS

This project has been exempted from a Life-Cycle Cost Analysis.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Permits

Caltrans submitted a biological assessment for this project to the U.S. Fish and Wildlife Service and received a letter of concurrence on March 10, 2023. Project construction activities appear to fall within riparian habitat; therefore, a Section 1600 Streambed Alteration Agreement may be required prior to start of construction.

As the project encroaches upon Ash Slough, a Central Valley Flood Protection Board permit will need to be obtained. If Ash Slough is determined to be jurisdictional, Caltrans would coordinate with the U.S. Army Corps of Engineers (404 Nation Wide Permit), California Regional Water Quality Control Board (401 Certification) and California Department of Fish and Wildlife (1600 Streambed Alteration Agreement) for potential permit requirements. Coordination with these regulatory agencies would take place during the Project Specification and Estimates Phase of the project, as well as determination of agency jurisdiction of Ash Slough.

Transportation Management Plan

A Transportation Management Plan Data Sheet (TMP Data Sheet) was approved on January 4, 2023. To maintain traffic at the Route 99/233 Separation, a Transportation Management Plan (TMP) will be developed in parallel with the construction staging during the PS&E phase of the project. Preliminary traffic impacts and mitigations for this project have been outlined in the attached TMP Data Sheet as an attachment along with the cost which has been incorporated with the attached estimate.

Stage Construction

This project will be constructed in two stages. The first stage will consist of the following: the widening of the Ash Slough bridge; construction of the SB offramp; construction of the northern portion of the 233 mainline, which includes the WB 233 bridge and the northern portions of the two roundabouts; partial construction of the NB and SB onramps. The second stage will consist of the following: shifting the Route 233 traffic to the newly built roadway that was completed in stage 1; construction of the southern portions of the 233 mainline, which includes the southern portions of the roundabouts and the reconstruction of the existing 233 bridge; construction of the remaining portions of the SB ramps and the NB ramps. Stage construction plans will be developed in more detail during the PS&E phase of the project.

There are intermittent detours identified for the bridge and ramp construction. However, coordination and approval for the local street detours will be required from the City of Chowchilla.

Cooperative Agreements

The City of Chowchilla and the State of California have the following cooperative agreements in place for the project: Agreement Number 06-1763, which was executed on September 27, 2022 and covers all work associated with the Project Approval and Environmental Document (PA&ED) phase of the project. Caltrans is currently working on another Agreement that will cover the work associated with the PS&E and R/W phases of the project and is targeting August 2023 for execution.

Complete Streets

This project is being coordinated with the City of Chowchilla and with the Caltrans District Complete Streets Engineer regarding the implementation of the Complete Streets Policy. Complete Street elements, including but not limited to bicycle lanes, sidewalks, curb ramps, and crosswalks, are being planned at and near the Route 99/233 interchange.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding.

Programming

This project is proposed to be programed from a combination of Local Measure, Local Private Partnership and Caltrans SHOPP Minor B funding. It is proposed that the PS&E and R/W phases will be funded by Measure T dollars. Exact funding for construction phases will be determined during the PS&E phase.

Fund Source	Fiscal Year Estimate for the Programmable Alternative						
	Current	23/24	24/25	25/26	26/27	Future	Total
TBD							
Component	In thousands of dollars (\$1,000)						
PA&ED Support*	\$400						\$400
PS&E Support*		\$4,500					\$4,500
Right-of-Way Support*		\$990					\$990
Construction Support*				\$4,100			\$4,100
Right-of-Way**		\$2,411					\$2,411
Construction***				\$24,500			\$24,500
Total	\$400	\$7,901		\$31,011			\$36,901

All costs X\$1000. Construction Capital escalated at 3%. Right of Way Capital escalated at 5%. Support costs escalated at 3% in FY 23/24 and 2% each year afterwards. Support Cost ratio: 37.12%

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	09/27/2022	Actual
BEGIN ENVIRONMENTAL	M020	09/27/2022	Actual
CIRCULATE DPR & DED EXTERNALLY	M120	04/05/2023	Actual
PA & ED	M200	07/31/2023	Target
BEGIN STRUCTURE	M215	09/01/2023	Target
R/W REQUIREMENTS	M224	02/14/2024	Target
REGULAR R/W	M225	08/01/2024	Target
PS&E TO DOE	M377	11/02/2025	Target
DRAFT STRUCTURES PS&E	M378	08/02/2025	Target
RIGHT OF WAY CERTIFICATION	M410	03/01/2026	Target
READY TO LIST	M460	04/02/2026	Target
HEADQUARTERS ADVERTISE	M480	07/22/2026	Target
AWARD	M495	10/21/2026	Target
APPROVE CONTRACT	M500	11/16/2026	Target
CONTRACT ACCEPTANCE	M600	08/16/2028	Target
END PROJECT EXPENDITURES	M800	06/28/2029	Target
FINAL PROJECT CLOSEOUT	M900	04/28/2030	Target

10. RISKS

The Project Development Team (PDT) has prepared a risk register that identifies risks to carry forward to the PS&E phase. While probability and impact vary with each risk, each requires close attention throughout the various project phases. These risks would be monitored and updated during the entire project development process.

The project risk register includes the identified risks, qualitative risk analysis, and response strategies that the risk owners/project managers prepared at the project initiation level using the ranking method. The project risk register is based on utilizing a qualitative risk analysis approach to rank the risks into high, medium, and low risk categories based on their probability of occurrence and their impact on the project objectives such as schedule, cost, scope, and quality.

The Risks associated with this project have been explained in the attached Risk Register (Attachment K). Some of the risks that may adversely affect cost, scope and/or schedule are listed below:

- There may be impacts to protected species of plants, birds, and animals.
- Utility relocations may be required

- Stage construction will take place near the railroad, potentially requiring nearby signal changes and coordination with the railroad company.
- Public input on the project may require design changes
- A detailed Advance Planning Study was not developed for the proposed modification of the existing Route 233/99 Connector (41-0055E) and the new Route 233/99 Connector.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

The project requires the following coordination:

US Army Corps of Engineers

Department of the Army Permit for:
Clean Water Act Section 404

US Fish and Wildlife Service

Letter of Concurrence

California Department of Fish and Wildlife

1600 Streambed Alteration Agreement

Central Valley Flood Protection Board

Central Valley Flood Protection Board permit

Regional Water Quality Control Board

Clean Water Act Section 401

12. PROJECT REVIEWS

Deputy District Director	<u>John Liu</u>	Date <u>12/15/2015</u>
District Landscape Architect	<u>Brad Cole</u>	Date <u>4/7/2023</u>
District Maintenance	<u>Rene Sanchez</u>	Date <u>4/7/2023</u>
Headquarters Project Delivery Coordinator	<u>Paul Gennaro</u>	Date <u>5/19/2023</u>
Project Manager	<u>Mike Day</u>	Date <u>4/7/2023</u>
District Safety Review	<u>Terrence Cortez</u>	Date <u>4/7/2023</u>
Constructability Review		Date <u>4/7/2023</u>

13. PROJECT PERSONNEL

Contact	Function	Phone No.
Mike Day	Project Manager	559-383-5247
Gisela Gomez	Assistant Project Manager	559-944-8055
Mario Jaramillo	Design Manager	559-383-5220
Johnny Reyes	Project Engineer	559-201-8384
Javier Almaguer	Environmental Analysis Branch Chief	559-287-9320
Nick Dumas	Right of Way Branch Chief	559-243-3461
Vernie Ratnam	Technical Planning	559-246-7342
Caleb Wu	Traffic Operations and Safety	559-383-5224

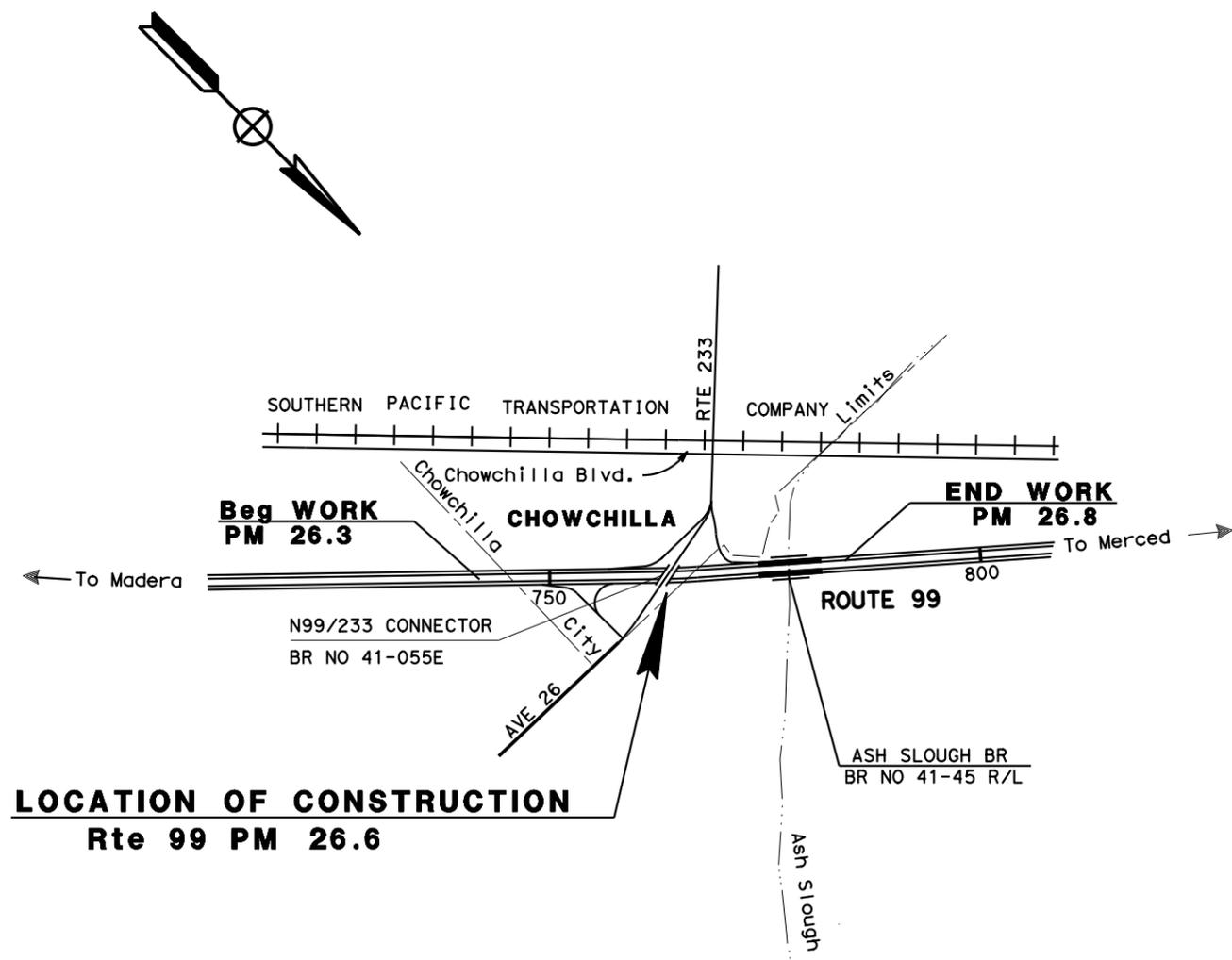
14. ATTACHMENTS

- A. Title Sheet
- B. Typical Cross Sections
- C. Project Layouts
- D. Profile
- E. Conceptual Bridge Planning Study
- F. 11 Page Estimate
- G. Right of Way Data Sheet
- H. Administrative Final Environmental Document
- I. Storm Water Data Report Cover Sheet
- J. Transportation Management Plan Data Sheet
- K. Risk Register

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 AT ROUTE 99/233 SEPARATION
 IN MADERA COUNTY
 FROM 2.6 MILES NORTH OF AVENUE 24 OC
 TO 1.3 MILES SOUTH OF LE GRANDE AVE OC
 TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2022

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL S
06	MAD	99	26.3/26.8	Item 10-10-A.

LOCATION MAP



PROJECT MANAGER
MIKE DAY
 DESIGN MANAGER
MARIO JARAMILLO

ATTACHMENT A

NO SCALE

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

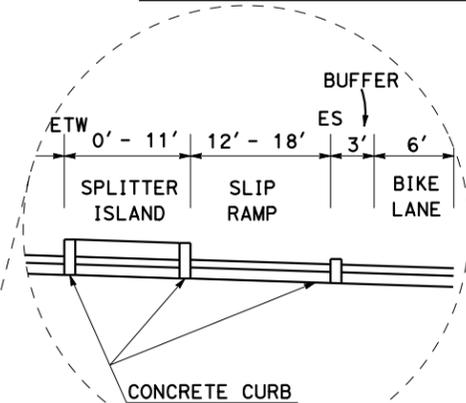
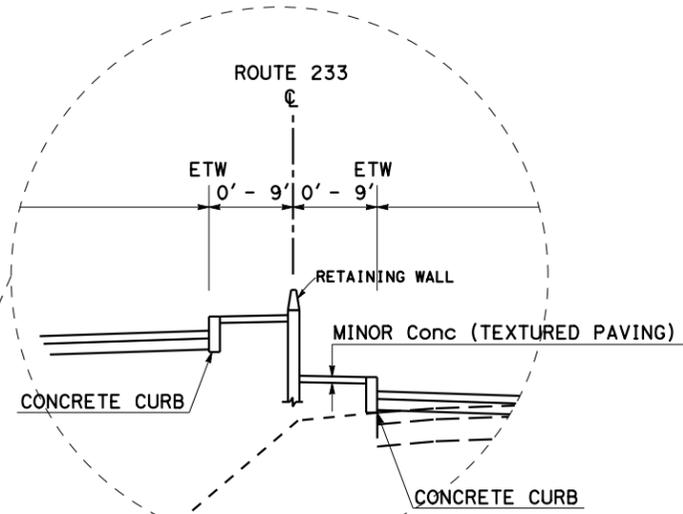
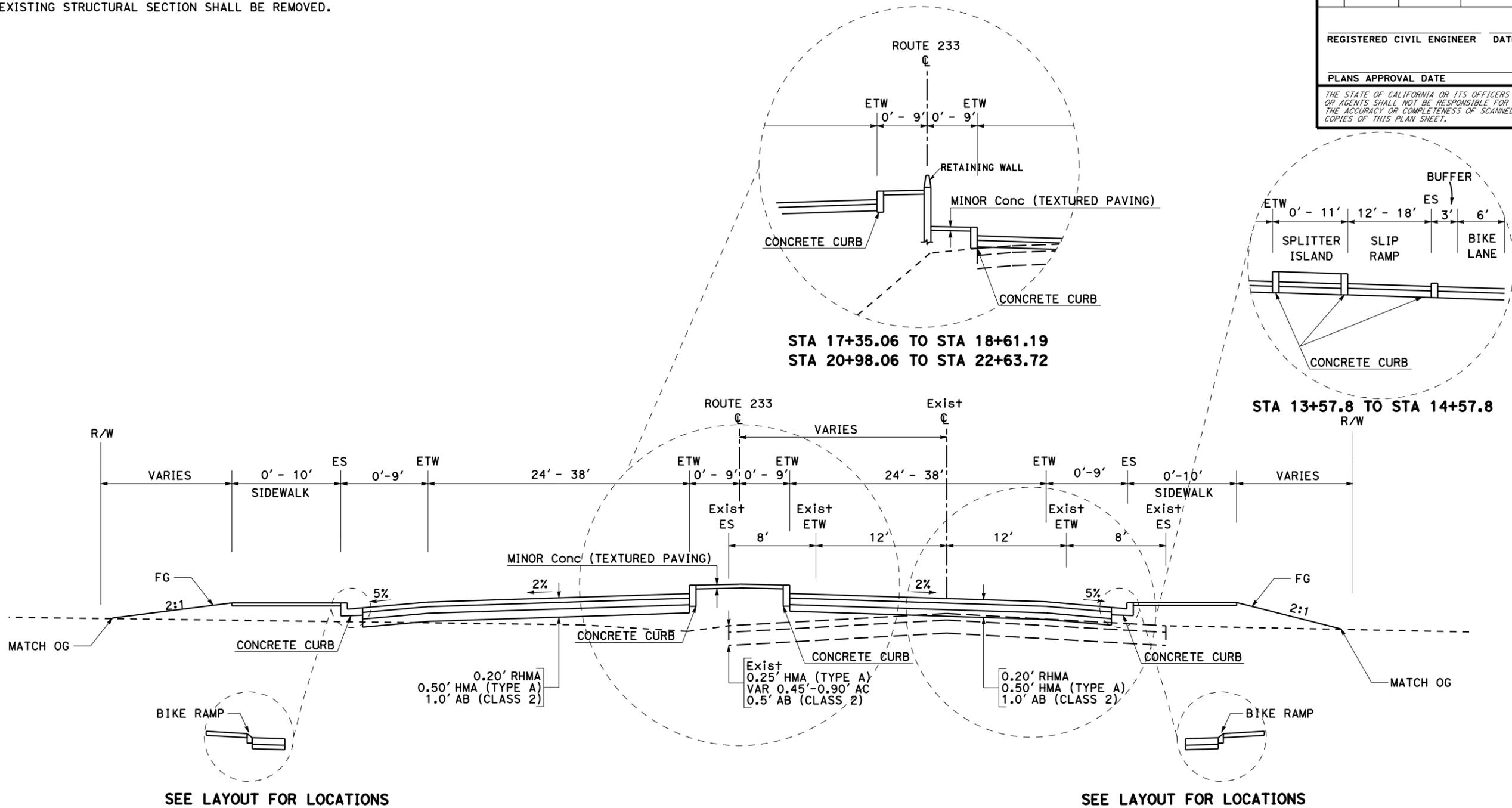
CONTRACT No.	06-OP9
PROJECT ID	06120030

DATE PLOTTED => 14-JUN-2023 TIME PLOTTED => 10:33
 06-14-23

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.3/26	Item 10-10-A.
REGISTERED CIVIL ENGINEER		DATE		
PLANS APPROVAL DATE		No. _____		
		Exp. _____		
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>				

NOTE:

1. EXISTING STRUCTURAL SECTION SHALL BE REMOVED.



ROUTE 233

WESTBOUND
 STA 9+16.0 TO STA 14+57.8
 STA 16+33.8 TO STA 27+49.9
 STA 29+26.1 TO STA 33+23.9

EASTBOUND
 STA 8+07.4 TO STA 14+57.8
 STA 16+33.8 TO STA 27+49.9
 STA 29+26.1 TO STA 33+23.9

ATTACHMENT B

TYPICAL CROSS SECTIONS

NO SCALE

X - 202

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 MARIO JARAMILLO
 FUNCTIONAL SUPERVISOR
 CHECKED BY
 BRANDON LOPEZ
 REVISED BY
 JOHNNY REYES
 DATE REVIS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.372	Item 10-10-A.

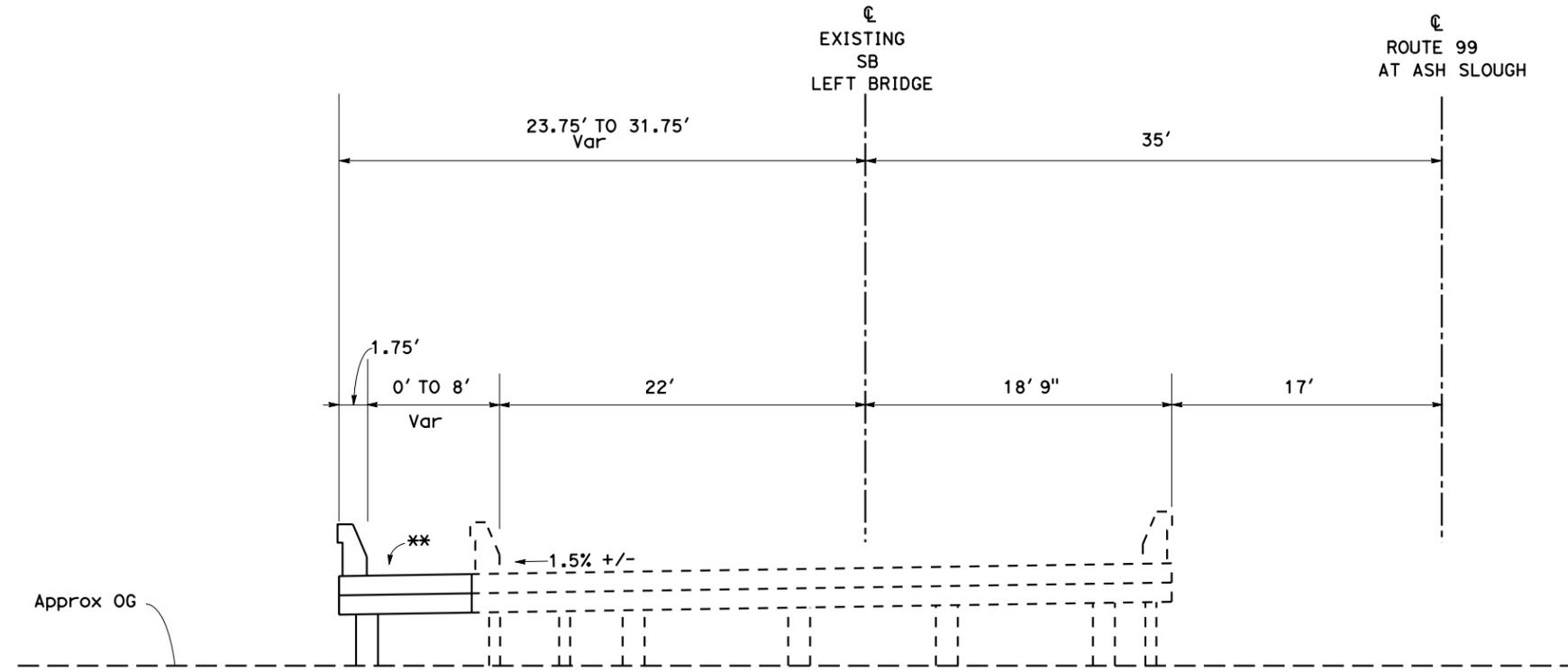
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



NOTES:

- BRIDGE WIDENING TYPE AND BRIDGE DESIGN TO BE DETERMINED BY STRUCTURES.
 - EXACT BRIDGE WIDENING DIMENSIONS TO BE DETERMINED BY STRUCTURES.
- ** MATCH EXISTING GRADE AND CROSS SLOPE

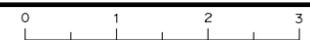


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
Caltrans	
FUNCTIONAL SUPERVISOR	MARIO JARAMILLO
CALCULATED-DESIGNED BY	CHECKED BY
BRANDON LOPEZ	JOHNNY REYES
REVISOR BY	DATE REVISED

ROUTE 99 SB OFFRAMP SLIVER WIDENING

NO SCALE

X 204

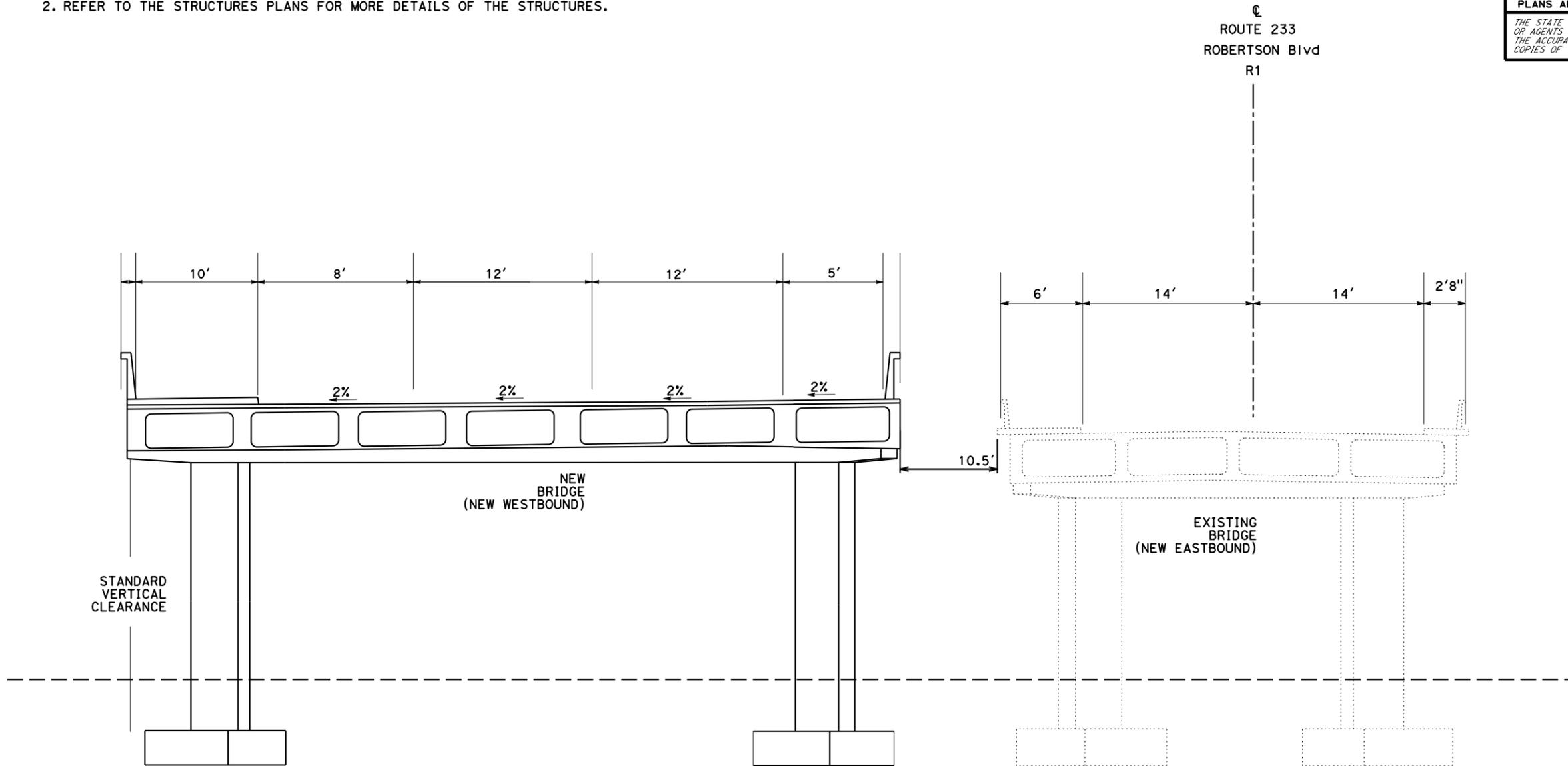


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL S
06	MAD	99	26.3/2	Item 10-10-A.
REGISTERED CIVIL ENGINEER		DATE		
PLANS APPROVAL DATE		No. _____ Exp. _____		
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>				



NOTES:

- BRIDGE TYPE AND BRIDGE DESIGN TO BE DETERMINED BY STRUCTURES.
- REFER TO THE STRUCTURES PLANS FOR MORE DETAILS OF THE STRUCTURES.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
 FUNCTIONAL SUPERVISOR: MARIO JARAMILLO
 CALCULATED/DESIGNED BY: BRANDON LOPEZ
 CHECKED BY: JOHNNY REYES
 REVISED BY: _____ DATE REVISED: _____

**Robertson Blvd
NEW WESTBOUND BRIDGE**

NO SCALE

X 205

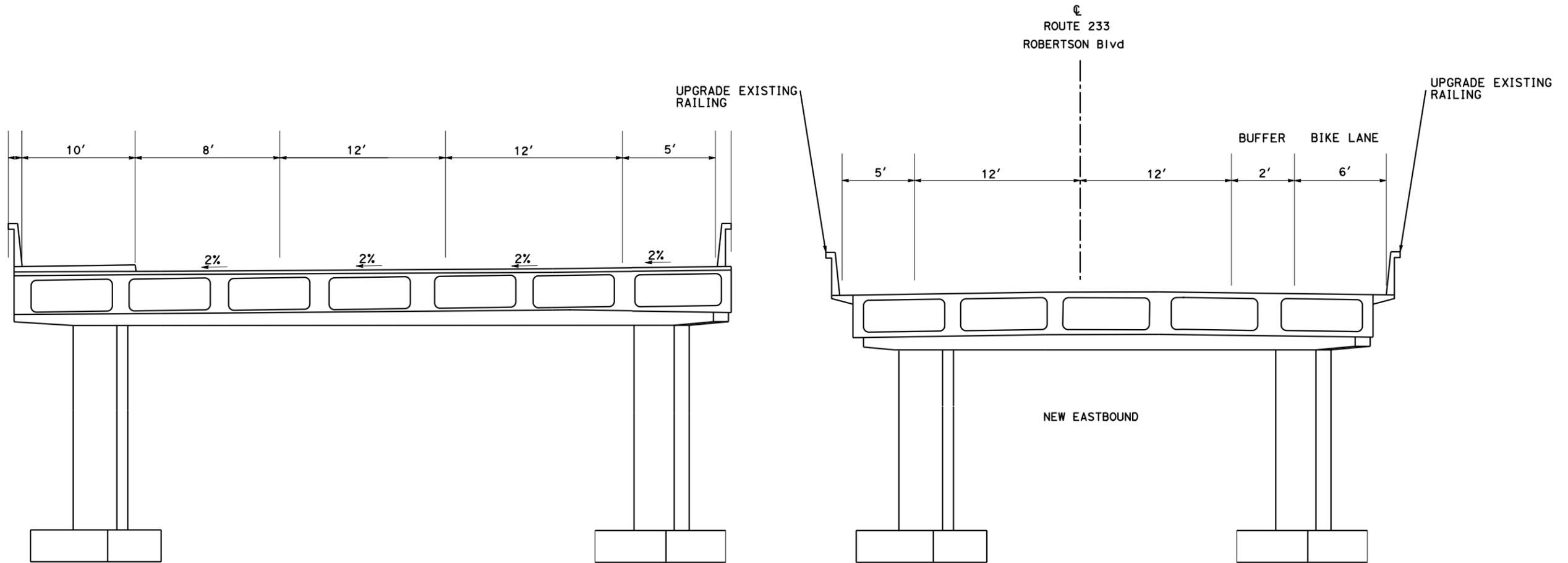


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.372	Item 10-10-A.
REGISTERED CIVIL ENGINEER				DATE
PLANS APPROVAL DATE				
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>				



NOTES:

1. BRIDGE TYPE AND BRIDGE DESIGN TO BE DETERMINED BY STRUCTURES.



**REMOVING SIDEWALK,
WIDENING BRIDGE AND
UPGRADE BRIDGE RAILING
Robertson Blvd
EXISTING EASTBOUND BRIDGE**

NO SCALE

X 206

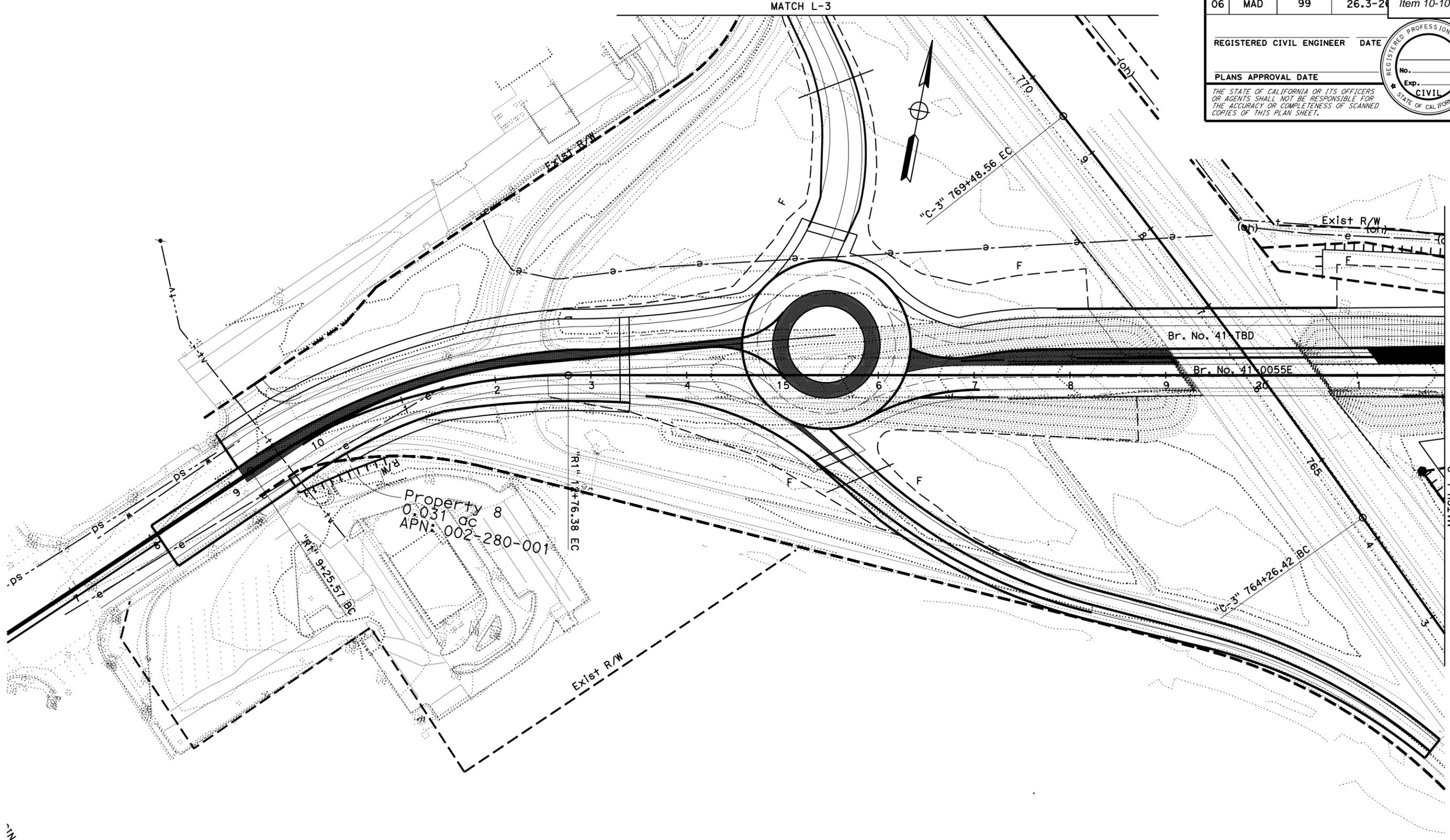
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
 FUNCTIONAL SUPERVISOR: MARIO JARAMILLO
 CALCULATED/DESIGNED BY: [blank] CHECKED BY: [blank]
 BRANDON LOPEZ
 JOHNNY REYES
 REVISED BY: [blank] DATE: [blank]



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR
 MARTO JARAMILLO
 CALCULATED-DESIGNED BY
 CHECKED BY
 BRANDON LOPEZ
 JOHNNY REYES
 REVISED BY
 DATE REVISED

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.3-24	Item 10-10-A.

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT C

LAYOUT L-1
 SCALE: 1"=50'

LAST REVISION DATE PLOTTED => 7-JUN-2023 05-26-23 TIME PLOTTED => 09:32

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.3-24	Item 10-10-A.

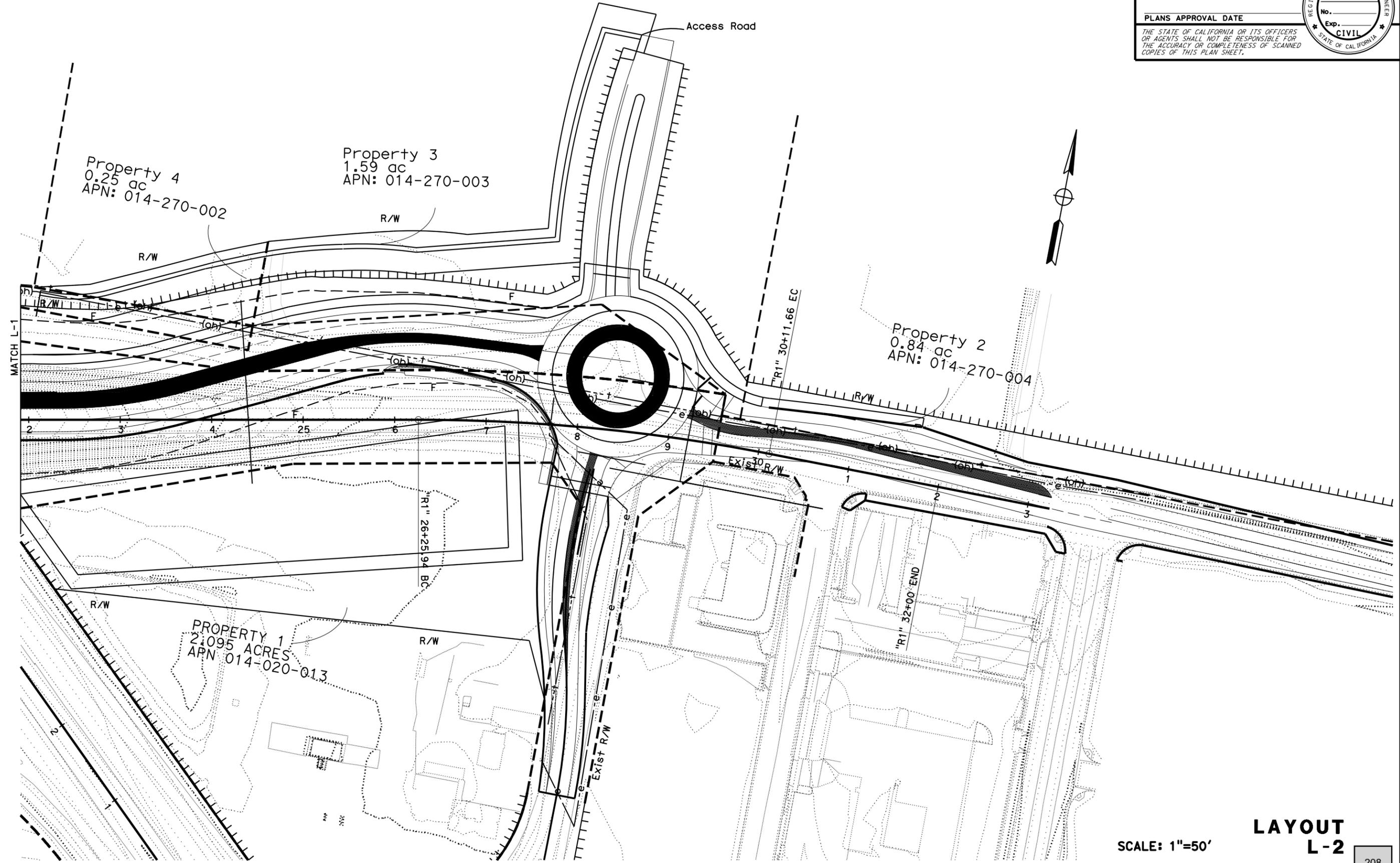
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
Caltrans	
FUNCTIONAL SUPERVISOR	MARTO JARAMILLO
CALCULATED/DESIGNED BY	CHECKED BY
BRANDON LOPEZ	JOHNNY REYES
REVISED BY	DATE REVISED

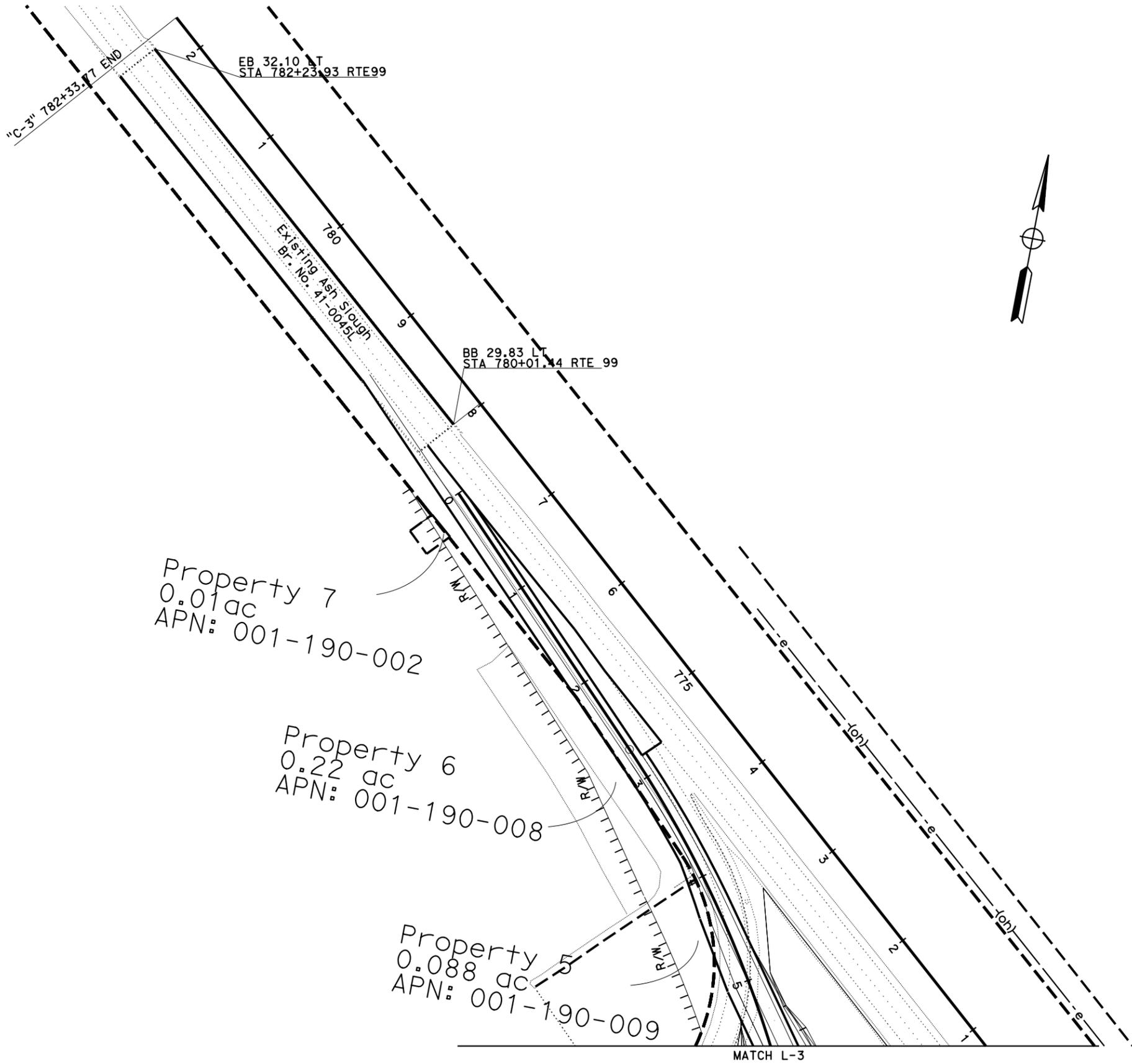


SCALE: 1"=50'

LAYOUT L-2

LAST REVISION DATE PLOTTED => 7-JUN-2023 06-07-23 TIME PLOTTED => 09:38

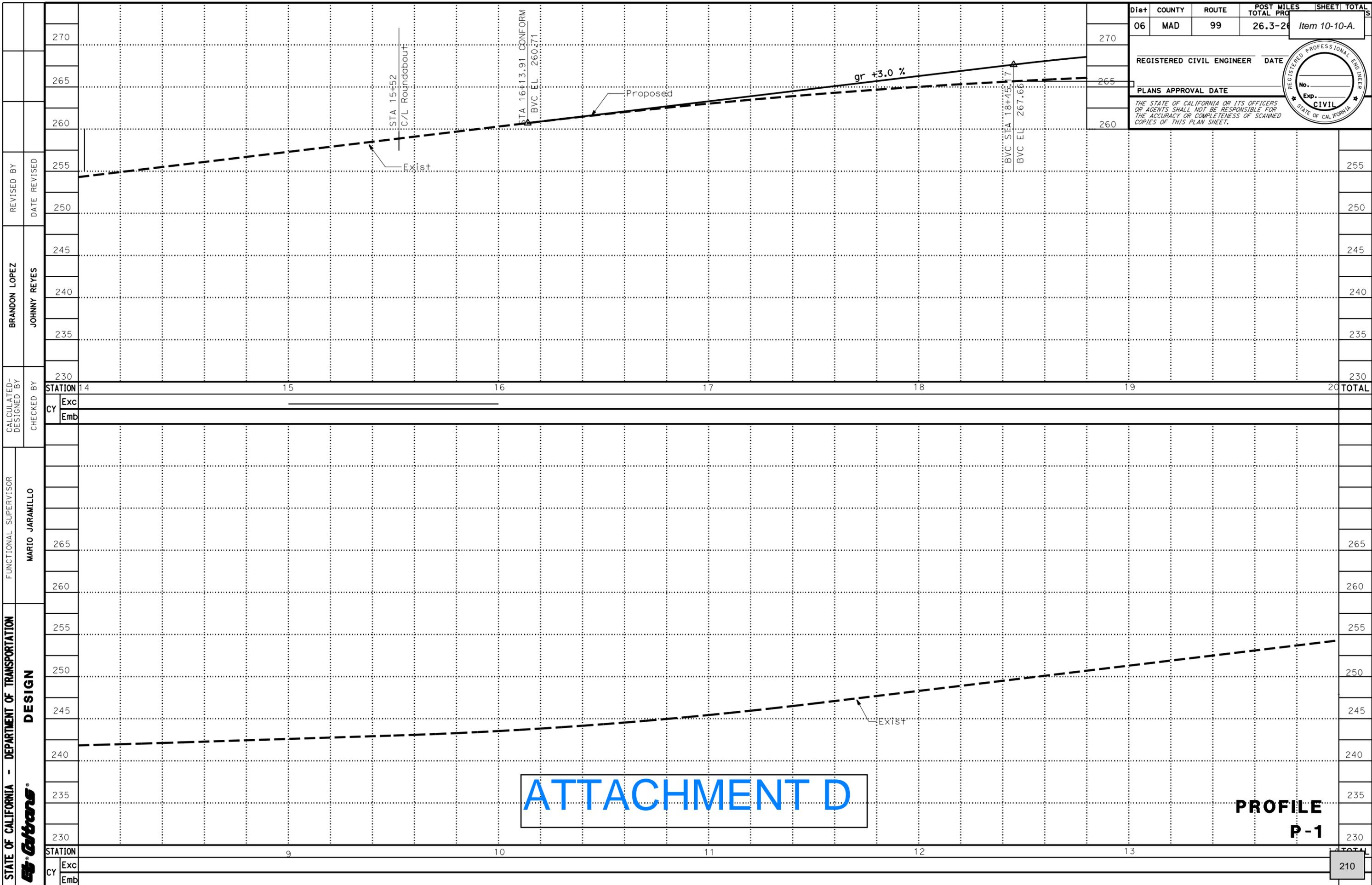
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.3-24	Item 10-10-A.
REGISTERED CIVIL ENGINEER				DATE
PLANS APPROVAL DATE				
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>				



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	MARTO JARAMILLO	CALCULATED-DESIGNED BY		REVISOR	
				CHECKED BY		DATE	
		BRANDON LOPEZ	JOHNNY REYES				

SCALE: 1"=50' **LAYOUT L-1** 209

LAST REVISION DATE PLOTTED => 7-JUN-2023
 06-07-23 TIME PLOTTED => 09:43



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.3-26.3	Item 10-10-A.
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE				
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>				



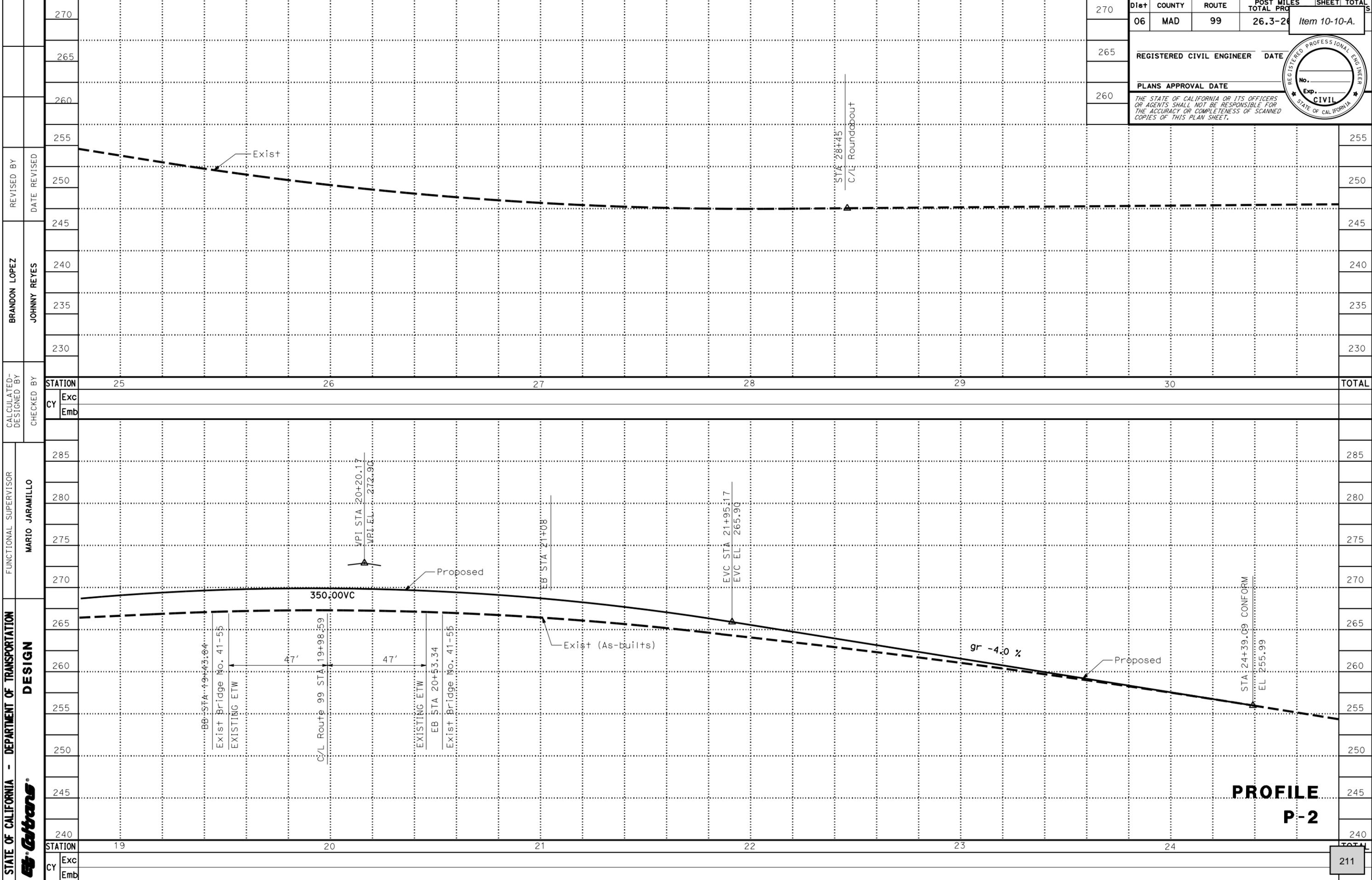
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

FUNCTIONAL SUPERVISOR	MARIO JARAMILLO
DESIGNED BY	JOHNNY REYES
CHECKED BY	JOHNNY REYES
REVISOR	BRANDON LOPEZ
DATE	
REVISION	

STATION	14	15	16	17	18	19	20	TOTAL
Exc								
Emb								

ATTACHMENT D

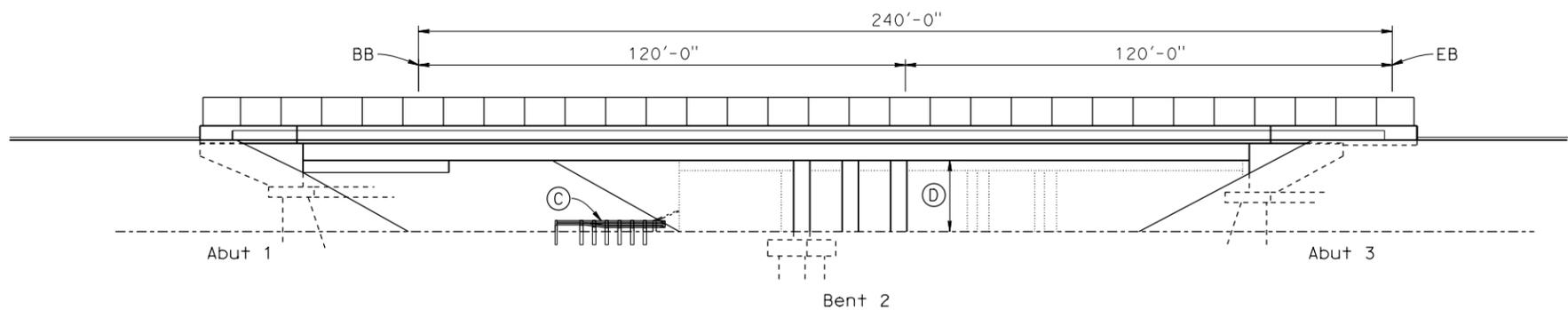
PROFILE P-1



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ	SHEET TOTAL
06	MAD	99	26.3-26	Item 10-10-A.
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE			No.	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.			Exp.	
			CIVIL	

CALCULATED-DESIGNED BY	BRANDON LOPEZ
	JOHNNY REYES
CHECKED BY	MARIO JARAMILLO
REVISOR	REVISION
DATE	DATE
BY	BY
DATE	DATE

Dist	COUNTY	RO	Item 10-10-A.
6	Mad	99	26.5726.6



MIRRORED ELEVATION
1" = 20'

NOTES:

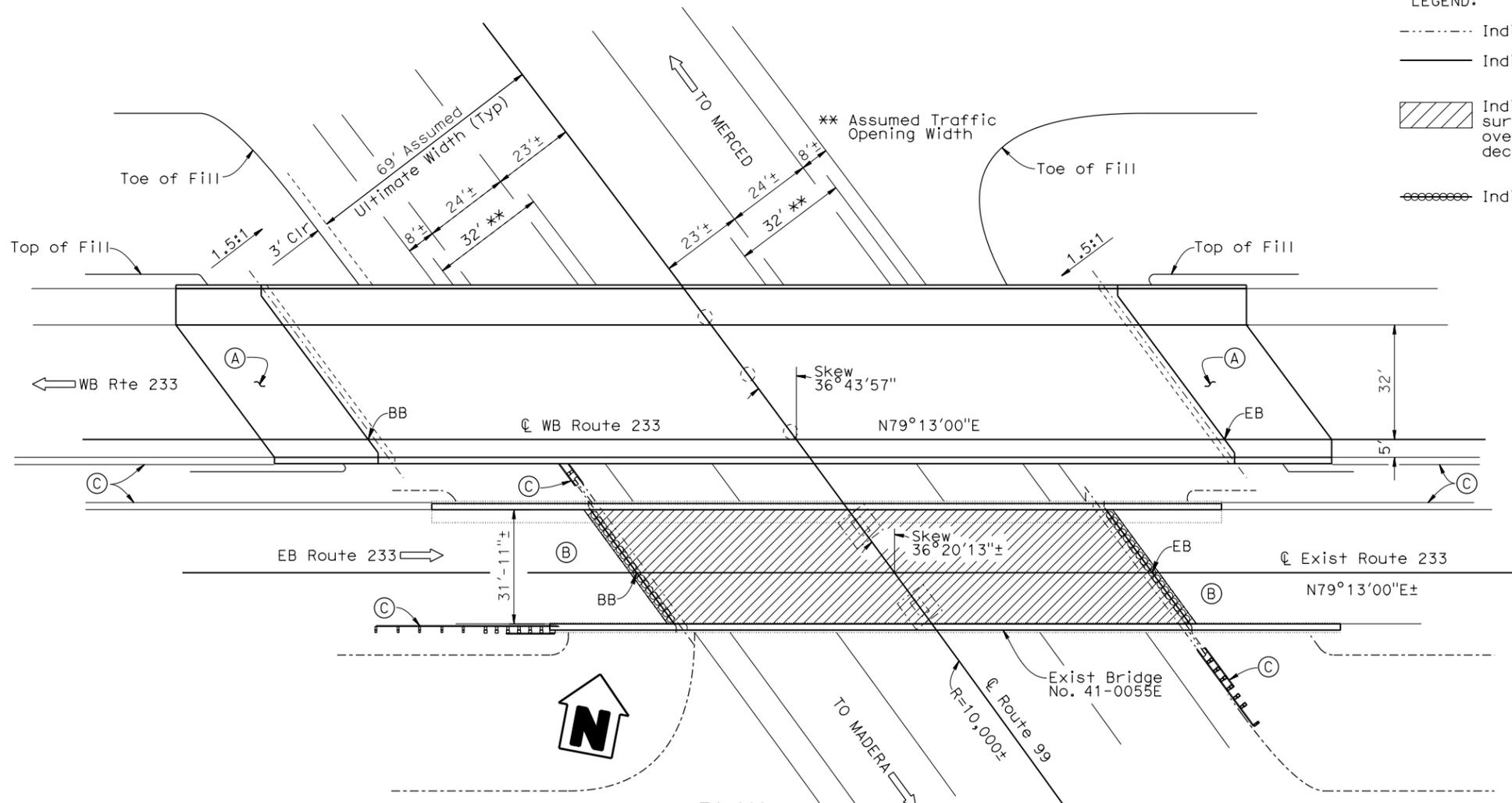
- For "TYPICAL SECTION" see Page 2 of 2.
 - Traffic will pass through the construction site. Stage construction will be required.
 Stage 1 = New bridge construction; Rte 233 traffic on existing bridge
 Stage 2 = Existing bridge modification; Rte 233 traffic on new bridge
 - Falsework will be required over traffic on Option 1. A temporary minimum vertical clearance of 15-ft is to be provided. Directional Rte 99 closures will be required during falsework erection/removal or precast girder erection operations.
- (A) Structure Approach Type N (30)
 (B) Pavement Transition, See Roadway Plans
 (C) Bridge Approach Railing, See Roadway Plans
 (D) The design profile of the new bridge shall accommodate a minimum vertical clearance as follows:
 18'-0" for Option 1 (CIP/PT Box Girder)
 16'-6" for Option 2 (PC/PS WF Girder)
 The vertical clearance at the existing bridge will be unchanged.

LEGEND:

- Indicates Existing Structure
- Indicates New Construction
- Indicates limits of HMA overlay removal, prepare concrete bridge deck surface, furnish and place new 1" min thick and varies polyester concrete overlay. Prior to placing new polyester concrete overlay on the existing deck, remove unsound concrete and place rapid setting concrete (patch)
- Indicates limits of clean expansion joint and replace joint seal

ASSUMPTIONS/RISKS:

- The proposed new bridge is assumed to be on a parallel offset alignment from the existing bridge.
- Stationing and preliminary profile information not available.
- The new bridge abutments are assumed to be located to meet the ultimate 8-lane Route 99 configuration.
- Driven Class 140 concrete pile foundations assumed at each new support location.
- Strengthening of the existing bridge to accommodate the proposed cross slope correction is assumed not necessary.



PLAN
1" = 20'

ATTACHMENT E

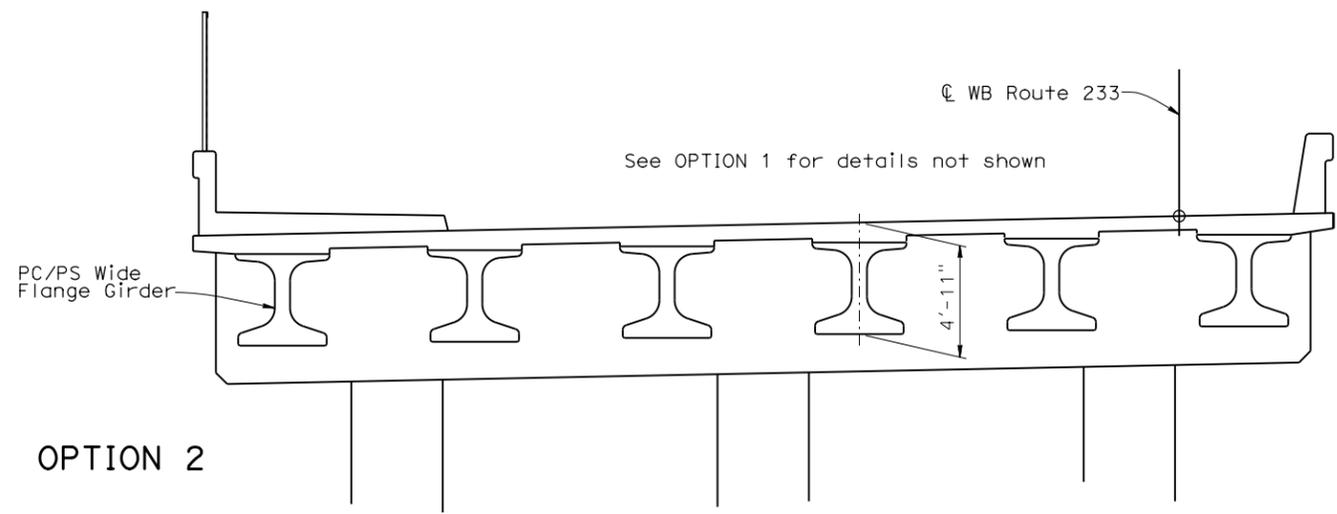
INCOMPLETE PLAN FOR DESIGN STUDY
 PRINTED DATE: 24-FEB-2023
 Office of Structure Design
 STATE OF CALIFORNIA

DESIGNED BY M. Downs	DATE 11/2022
DRAWN BY M. Downs	DATE 11/2022
CHECKED BY -	DATE -
APPROVED -	DATE -

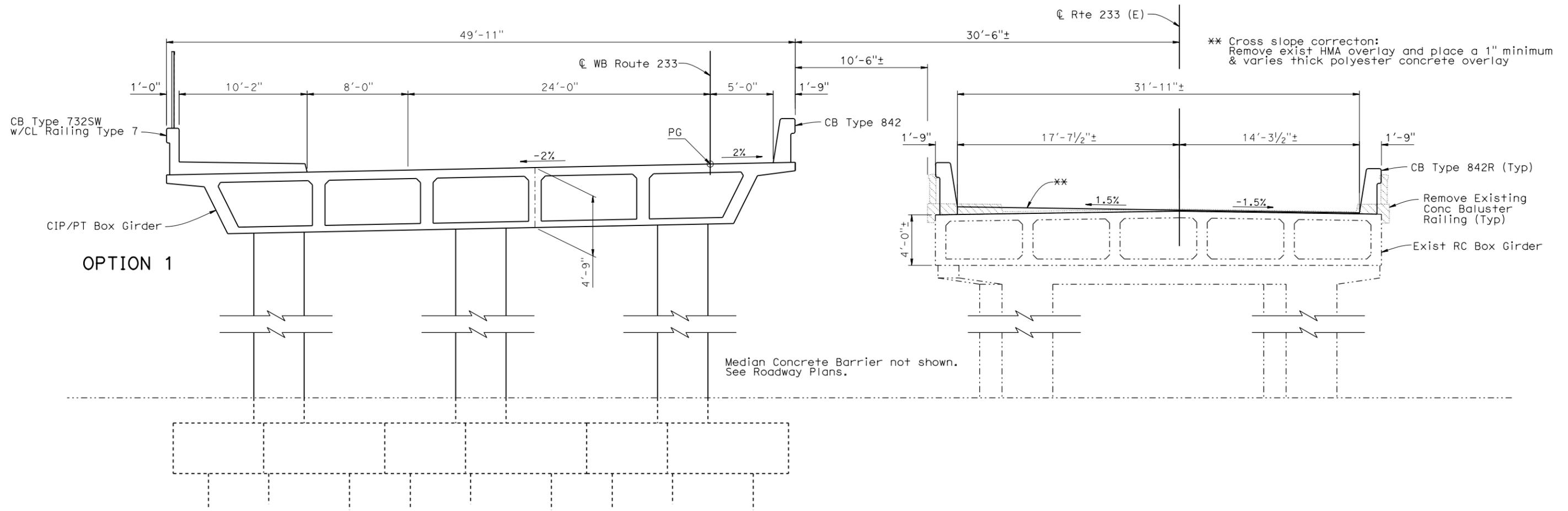
STRUCTURE DESIGN
DESIGN BRANCH

PLANNING STUDY	
Route 99/233 Connector	
UNIT: 3602	BRIDGE No.: 41-55E, 41-NE
PROJECT EA: OP910	PROJECT No. & PHASE: 0612~30

Dist	COUNTY	ROI	Item 10-10-A.
6	Mad	99	26.5726.8



LEGEND:
 - - - - - Indicates Existing Structure
 ———— Indicates New Construction
 Indicates Bridge Removal (Portion)



TYPICAL SECTION
 1/4" = 1'-0"

Pg. 2 of 2

CONCEPTUAL

INCOMPLETE PLAN FOR DESIGN STUDY
 PRINTED DATE: 24-FEB-2023
 Office of Structure Design
 STATE OF CALIFORNIA

DESIGNED BY M. Downs	DATE 11/2022
DRAWN BY M. Downs	DATE 11/2022
CHECKED BY -	DATE -
APPROVED -	DATE -

STRUCTURE DESIGN
 DESIGN BRANCH

PLANNING STUDY	
Route 99/233 Connector	
UNIT: 3602	BRIDGE No.: 41-55E, 41-NE
PROJECT EA: OP910	PROJECT No. & PHASE: 0612~30

PROJECT

Item 10-10-A.

PA&ED COST ESTIMATE©

EA: 06-0P910

EA: 06-0P910 PID: 612000307

PID: 612000307

District-County-Route: 06-Mad-099

PM: 26.3 - 26.8

Type of Estimate : Project Approval and Enviromental Document Cost Estimate

Program Code : SHOPP 20.10.201.315

Project Limits : Route 99/233 Separation in Madera County from 2.6 miles North of Avenue 24 OC to 1.3 miles South of Le Grande Avenue OC

Project Description: Interchange improvement

The California Department of Transportation (Caltrans) proposes to modify the existing State Route 99/State Route 233 interchange

Scope : by constructing two roundabouts at the ramp intersections in the City of Chowchilla. Each roundabout will be constructed with two circulating lanes on the eastbound and westbound directions.

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 14,372,500	\$ 16,256,264
TOTAL STRUCTURES COST	\$ 7,280,000	\$ 8,234,170
SUBTOTAL CONSTRUCTION COST	\$ 21,652,500	\$ 24,490,434
TOTAL RIGHT OF WAY COST	\$ 2,129,400	\$ 2,410,100
TOTAL CAPITAL OUTLAY COSTS	\$ 23,782,000	\$ 26,901,000
PA/ED SUPPORT	\$ -	\$ -
PS&E SUPPORT	\$ -	\$ -
RIGHT OF WAY SUPPORT	\$ -	\$ -
CONSTRUCTION SUPPORT	\$ -	\$ -
TOTAL SUPPORT COST	\$ -	\$ -

TOTAL PROJECT COST	\$ 23,800,000	\$ 26,950,000
---------------------------	----------------------	----------------------

Programmed Amount

Month / Year

Date of Estimate (Month/Year) _____ 7 / 2023

Estimated Construction Start (Month/Year) _____ 11 / 2026

Number of Working Days = 329

Estimated Mid-Point of Construction (Month/Year) _____ 9 / 2027

Estimated Construction End (Month/Year) _____ 8 / 2028

Number of Plant Establishment Days 729

Estimated Project Schedule

PID Approval 11/1/2013

PA/ED Approval 6/23/2023

PS&E 7/17/2023

RTL 6/2/2025

Begin Construction 12/17/2025

Reviewed by District O.E. or
Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

Project Manager

7/25/2023

Date

(559) 383-5247

Phone

ATTACHMENT F

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	11,200	x	28.00	= \$	313,600
19010X	Roadway Excavation (Insert Type) ADL	CY		x		= \$	-
198010	Imported Borrow	CY	26,600	x	15.00	= \$	399,000
194001	Ditch Excavation	CY		x		= \$	-
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
170103	Clearing & Grubbing	LS	1	x	54,600.00	= \$	54,600
100100	Develop Water Supply	LS		x		= \$	-
19801X	Imported Borrow	CY/TON		x		= \$	-
21012X	Duff	\CRE/SQFT		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$ 767,200
--------------------------------------	-------------------

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY	340	x	470.00	= \$	159,800
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	11,600	x	95.00	= \$	1,102,000
390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	2,500	x	150.00	= \$	375,000
26020X	Class 2 Aggregate Base	CY	9,880	x	50.00	= \$	494,000
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		= \$	-
414241	Isolation Joint Seal (Silicone)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410096	Drill and Bond (Dowel Bar)	EA		x		= \$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x		= \$	-
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON	5	x	1,200.00	= \$	6,000
377501	Slurry Seal	TON		x		= \$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY	290	x	625.00	= \$	181,250
731502	Minor Concrete (Miscellaneous Construction)	CY		x		= \$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF		x		= \$	-
398100	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
398300	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
41800X	Remove Concrete Pavement	SQYD/CY		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		= \$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD	1,040	x	24.00	= \$	24,960
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		= \$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x		= \$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		= \$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ 2,343,100
--	---------------------

SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
71013X Remove Culvert	LF	36	x 122.00 = \$	4,392
710152 Remove Headwall	EA	2	x 1,600.00 = \$	3,200
710240 Modify Inlet	EA		x = \$	-
710370 Sand Backfill	CY		x = \$	-
71010X Abandon Culvert	LF		x = \$	-
710196 Adjust Inlet	LF		x = \$	-
710262 Cap Inlet	EA		x = \$	-
510501 Minor Concrete	CY		x = \$	-
510502 Minor Concrete (Minor Structure)	CY		x = \$	-
731627 Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY	580	x 838.00 = \$	486,040
6101XX XX" Alternative Pipe Culvert (Insert Type)	LF		x = \$	-
6411XX XX" Plastic Pipe	LF		x = \$	-
610112 24" Reinforced Concrete Pipe	LF	370	x 72.00 = \$	26,640
6811XX XX" Plastic Pipe (Edge Drain)	LF		x = \$	-
6901XX XX" Corrugated Steel Pipe Downdrain (0.XXX" Thi	LF		x = \$	-
7006XX XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x = \$	-
7032XX XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x = \$	-
7050XX XX" Steel Flared End Section	EA		x = \$	-
703233 Grated Line Drain	LF		x = \$	-
72XXXX Rock Slope Protection (Type and Method)	CY/TON		x = \$	-
72901X Rock Slope Protection Fabric (Insert Class)	SQYD		x = \$	-
721420 Concrete (Ditch Lining)	CY		x = \$	-
721430 Concrete (Channel Lining)	CY		x = \$	-
750001 Miscellaneous Iron and Steel	LB		x = \$	-
XXXXXX Additional Drainage	LS		x = \$	-
TOTAL DRAINAGE ITEMS				\$ 520,300

SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
520103 Bar Reinforced Steel (Retaining Wall)	LB	11,100	x 2.59 = \$	28,749
5100XX Structural Concrete	CY		x = \$	-
510060 Structural Concrete, Retaining Wall	CY	170	x 1,140.00 = \$	193,800
5201XX Bar Reinforcing Steel	LB		x = \$	-
080050 Progress Schedule (Critical Path Method)	LS	1	x 5,000.00 = \$	5,000
582001 Sound Wall (Masonry Block)	SQFT		x = \$	-
510530 Minor Concrete (Wall)	CY		x = \$	-
60005X Remove Sound Wall	LF/LS/SQFT		x = \$	-
070030 Lead Compliance Plan	LS	1	x 5,000.00 = \$	5,000
141120 Treated Wood Waste	LB	6,840	x 1.70 = \$	11,628
839750 Remove Barrier	LF		x = \$	-
839752 Remove Guardrail	LF	465	x 15.00 = \$	6,975
710167 Remove Flared End Section	EA		x = \$	-
800360 Chain Link Fence (Type CL-6)	LF	1,400	x 29.00 = \$	40,600
80XXXX XX" Chain Link Gate (Type CL-X)	EA		x = \$	-
832006 MIDWEST GUARDRAIL SYSTEM (STEEL POST	LF	1,020	x 54.00 = \$	55,080
839301 Single Thrie Beam Barrier	LF		x = \$	-
839310 Double Thrie Beam Barrier	LF		x = \$	-
839521 Cable Railing	LF		x = \$	-
839566 Terminal System (Type CAT)	EA		x = \$	-
839584 Alternative In-line Terminal System	EA	8	x 5,160.00 = \$	41,280
839585 Alternative Flared Terminal System	EA		x = \$	-
4906XX XX" Cast-In-Drilled-Hole Concrete Piling	LF		x = \$	-
8396XX Crash Cushion (Insert Type)	EA		x = \$	-
8331XX Concrete Barrier (Insert Type)	LF		x = \$	-
475010 Retaining Wall (Masonry Wall)	SQFT		x = \$	-
511035 Architectural Treatment	SQFT		x = \$	-
780460 Anti-Graffiti Coating	SQFT		x = \$	-
780450 Rock Stain	SQFT		x = \$	-
4730XX Reinforced Concrete Crib Wall (Insert Type)	SQFT		x = \$	-
839543 Transition Railing (Type WB-31)	EA	8	x 5,490.00 = \$	43,920
780440 Prepare and Stain Concrete	SQFT		x = \$	-
839561 Rail Tensioning Assembly	EA		x = \$	-
83958X End Anchor Assembly (Insert Type)	EA		x = \$	-
TOTAL SPECIALTY ITEMS				\$ 432,100

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). [Link to Design Memo.](#)

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
Bio Monitoring	LS	1	x 10,000.00	= \$ 10,000
80010X Temporary Fence (Insert Type)	LF	560	x 10.00	= \$ 5,600
Paleo Monitoring	LS	1	x 150,000.00	= \$ 150,000
036174 Bird and Bat Exclusions	LS	1	x 20,000.00	= \$ 20,000
<i>Subtotal Environmental Mitigation</i>				\$ 185,600

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	1	x 1,417,680.00	= \$ 1,417,680
20XXXX Irrigation System	LS		x	= \$ -
204099 Plant Establishment Work	LS		x	= \$ -
20XXXX Follow-up Landscape Project	LS		x	= \$ -
206405 Remove Irrigation Facility	LS		x	= \$ -
204096 Maintain Existing Planted Areas	LS	1	x 30,000.00	= \$ 30,000
206400 Check and Test Existing Irrigation Facilities	LS		x	= \$ -
21011X Imported Topsoil	CY/TON		x	= \$ -
200114 Rock Blanket	SQFT/SQYD		x	= \$ -
200122 Weed Germination	SQYD		x	= \$ -
995100 Water Meter Charges	LS		x	= \$ -
2087XX XX" Conduit (Use for Irrigation x-overs)	LF		x	= \$ -
20890X Extend X" Conduit (Use for Extension of Irrigation	LF		x	= \$ -
<i>Subtotal Landscape and Irrigation</i>				\$ 1,447,680

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
211111 Permanent Erosion Control Establishment Work	LS		x	= \$ -
210010 Move-In/Move-Out (Erosion Control)	EA		x	= \$ -
210350 Fiber Rolls	LF		x	= \$ -
210360 Compost Sock	LF		x	= \$ -
2102XX Rolled Erosion Control Product (Insert Type)	SQFT		x	= \$ -
21025X Bonded Fiber Matrix	SQFT/ACRE		x	= \$ -
210300 Hydromulch	SQFT		x	= \$ -
210420 Straw	SQFT		x	= \$ -
210430 Hydroseed	SQFT		x	= \$ -
210610 Compost	CY		x	= \$ -
210630 Incorporate Materials	SQFT		x	= \$ -
XXXXXX Erosion Control	AC	15	x 20,000.00	= \$ 300,000
<i>Subtotal Erosion Control</i>				\$ 300,000

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS		x	= \$ -
130200 Prepare WPCP	LS		x	= \$ -
130100 Job Site Management	LS		x	= \$ -
130330 Storm Water Annual Report	EA		x	= \$ -
130310 Rain Event Action Plan	EA		x	= \$ -
130320 Storm Water Sampling and Analysis Day	EA		x	= \$ -
130520 Temporary Hydraulic Mulch	SQYD		x	= \$ -
130550 Temporary Hydroseed	SQYD		x	= \$ -
130505 Move-In/Move-Out (Temporary Erosion Control)	EA		x	= \$ -
130640 Temporary Fiber Roll	LF		x	= \$ -
130900 Temporary Concrete Washout	LS		x	= \$ -
130710 Temporary Construction Entrance	EA		x	= \$ -
130610 Temporary Check Dam	LF		x	= \$ -
130620 Temporary Drainage Inlet Protection	EA		x	= \$ -
130730 Street Sweeping	LS		x	= \$ -
xxxxx Storm Water Items Estimate (1.25% of Total Cost)	LS	1	x 285,625.00	= \$ 285,625
<i>Subtotal NPDES</i>				\$ 285,625

TOTAL ENVIRONMENTAL	\$ 2,219,000
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Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS		x	= \$ -
066596 Additional Water Pollution Control**	LS		x	= \$ -
066597 Storm Water Sampling and Analysis***	LS		x	= \$ -
XXXXXX Some Item	LS		x	= \$ -
<i>Subtotal Supplemental Work for NDPS</i>				\$ -

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code	Unit	Quantity	Unit Price (\$)	Cost
870200	Lighting System	LS	x	= \$ -
870300	Sign Illumination System	LS	x	= \$ -
870400	Signal and Lighting System	LS	x	= \$ -
870510	Ramp Metering System	LS	x	= \$ -
87181X	Interconnection Conduit and Cable	LF/LS	x	= \$ -
5602XX	Furnish Sign Structure (Insert Type)	LB	x	= \$ -
5602XX	Install Sign Structure (Insert Type)	LB	x	= \$ -
4980XX	XX" CIDHC Pile (Sign Foundation)	LF	x	= \$ -
87011X	Inductive Loop Detector	EA/LS	x	= \$ -
870600	Traffic Monitoring Station System	LS	x	= \$ -
XXXXX	Modify Traffic Signal	LS	1 x	324,000.00 = \$ 324,000
XXXXX	Modify Street Lighting	LS	1 x	90,000.00 = \$ 90,000
XXXXX	Modify Safety Lighting	LS	1 x	244,500.00 = \$ 244,500
XXXXX	Roundabout Safety Lighting	LS	1 x	375,000.00 = \$ 375,000
XXXXX	Traffic Count Station	LS	1 x	60,000.00 = \$ 60,000
XXXXX	Vehicle Classification Station	LS	1 x	135,000.00 = \$ 135,000
XXXXX	Camera System	LS	1 x	50,000.00 = \$ 50,000
XXXXX		LS	x	= \$ -
Subtotal Traffic Electrical				\$ 1,278,500

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
820840	Roadside Sign - One Post	EA	80 x	400.00 = \$ 32,000
820850	Roadside Sign - Two Post	EA	5 x	1,000.00 = \$ 5,000
5602XX	Furnish Sign Structure (Insert Type)	SQFT	x	= \$ -
820890	Install Sign Panel on Existing Frame	SQFT	x	= \$ -
846020	Remove Painted Traffic Stripe	LF	x	= \$ -
141102	Remove Yellow Painted Traffic Stripe (Hazardous \	LF	x	= \$ -
846025	Remove Painted Pavement Marking	SQFT	x	= \$ -
820250	Remove Roadside Sign	EA	80 x	110.00 = \$ 8,800
820530	Reset Roadside Sign	EA	x	= \$ -
820610	Relocate Roadside Sign	EA	x	= \$ -
8101XX	Delineator (Insert Class)	EA	x	= \$ -
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night \	LF	x	= \$ -
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	x	= \$ -
120090	Construction Area Signs	LS	1 x	100,000.00 = \$ 100,000
810120	Remove Pavement Marker	EA	1,800 x	1.40 = \$ 2,520
847000	6" Traffic Stripe (Warranty)	LF	40,000 x	1.35 = \$ 54,000
847025	6" Traffic Stripe (Warranty) (Broken 36-12)	LF	12,000 x	1.35 = \$ 16,200
847035	8" Traffic Stripe (Warranty)	LF	1,500 x	3.00 = \$ 4,500
847040	8" Traffic Stripe Tape (Warranty) (Broken 12-3)	LF	12,000 x	3.00 = \$ 36,000
810230	Pavement Marker (Retroreflective)	EA	3,500 x	3.50 = \$ 12,250
Subtotal Traffic Signing and Striping				\$ 271,270

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
128652	Portable Changeable Message Sign	LS	22 x	\$ 5,000 = \$ 110,000
Subtotal Traffic Management Plan				\$ 110,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120198	Plastic Traffic Drums	EA	x	= \$ -
12016X	Channelizer (Insert Type)	EA	x	= \$ -
120116	Type II Barricade	EA	x	= \$ -
120120	Type III Barricade	EA	x	= \$ -
129100	Temporary Crash Cushion Module	EA	x	= \$ -
120100	Traffic Control System	LS	x	= \$ -
129110	Temporary Crash Cushion	EA	50 x	300.00 = \$ 15,000
129000	Temporary Railing (Type K)	LF	7,500 x	29.00 = \$ 217,500
120149	Temporary Pavement Marking (Paint)	SQFT	x	= \$ -
120152	Temporary Pavement Marking (Tape)	SQFT	x	= \$ -
8101XX	Delineator (Insert Class)	EA	x	= \$ -
120151	Temporary Traffic Stripe (Tape)	LF	20,000 x	2.50 = \$ 50,000
120300	Temporary Pavement Marker	EA	1,700 x	5.00 = \$ 8,500
124000	Temporary Pedestrian Access Route	LS	1 x	60,000.00 = \$ 60,000
Subtotal Stage Construction and Traffic Handling				\$ 351,000

TOTAL TRAFFIC ITEMS	\$ 2,010,800
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101	Roadway Excavation CY	x	= \$	-
19801X	Imported Borrow CY/TON	x	= \$	-
390132	Hot Mix Asphalt (Type A) TON	x	= \$	-
26020X	Class 2 Aggregate Base CY/TON	x	= \$	-
250401	Class 4 Aggregate Subbase CY	x	= \$	-
130620	Temporary Drainage Inlet Protection EA	x	= \$	-
129000	Temporary Railing (Type K) LF	x	= \$	-
128601	Temporary Signal System LS	x	= \$	-
120149	Temporary Pavement Marking (Paint) SQFT	x	= \$	-
80010X	Temporary Fence (Insert Type) LF	x	= \$	-

TOTAL DETOURS	\$ -
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SUBTOTAL SECTIONS 1 through 7	\$ 8,292,500
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SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items	1.0%	\$	82,925
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8B - Bike Path Items

Bike Path Items	1.0%	\$	82,925
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8C - Other Minor Items

Other Minor Items	3.0%	\$	248,775
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Total of Section 1-7	\$ 8,292,500	x	5.0%	= \$	414,625
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TOTAL MINOR ITEMS	\$ 414,700
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SECTIONS 9: ROADWAY MOBILIZATION *

Item code	Quantity	Unit Price (\$)	Cost
999990	Total Section 1-8	\$ 8,707,200	x 10% = \$ 870,720

TOTAL ROADWAY MOBILIZATION	\$ 870,800
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SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670	Payment Adjustments For Price Index Fluctuations	1	x 84,600.00	= \$ 84,600
066094	Value Analysis	1	x 10,000.00	= \$ 10,000
066070	Maintain Traffic	1	x 263,200.00	= \$ 263,200
066919	Dispute Resolution Board	1	x 15,000.00	= \$ 15,000
066921	Dispute Resolution Advisor		x	= \$ -
066015	Federal Trainee Program	1	x 6,000.00	= \$ 6,000
066610	Partnering	1	x 50,000.00	= \$ 50,000
066204	Remove Rock and Debris		x	= \$ -
066222	Locate Existing Crossover		x	= \$ -
XXXXXX	Some Item		x	= \$ -

Cost of **NPDES** Supplemental Work specified in Section 5D = \$ -

Total Section 1-8	\$ 8,707,200	4%	= \$	348,288
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TOTAL SUPPLEMENTAL WORK	\$ 777,100
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
066105 Resident Engineers Office	LS	1	x	257,176.00	=	\$257,176
066063 Traffic Management Plan - Public Information	LS	1	x	32,000.00	=	\$32,000
066901 Water Expenses	LS		x		=	\$0
8609XX Traffic Monitoring Station (X)	LS		x		=	\$0
066841 Traffic Controller Assembly	LS		x		=	\$0
066840 Traffic Signal Controller Assembly	LS		x		=	\$0
066062 COZEEP Contract	LS	1	x	720,000.00	=	\$720,000
066838 Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065 Tow Truck Service Patrol	LS		x		=	\$0
066916 Annual Construction General Permit Fee	LS		x		=	\$0
XXXXXX Some Item	Unit		x		=	\$0
Total Section 1-8		\$ 8,707,200		2%	=	\$ 174,144
TOTAL STATE FURNISHED						\$1,183,400

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$15,987,200 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **6%**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
090100 Time-Related Overhead	WD	329	X	\$2,916	=	\$959,300
TOTAL TIME-RELATED OVERHEAD						\$959,300

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)	0%		\$0
Additional or Residual Contingency	(for Unknown/Undefined Risks)	15%		\$1,874,670
Total Section 1-12	\$ 12,497,800	x	15%	= \$1,874,670
TOTAL CONTINGENCY*				\$1,874,700

II. STRUCTURE ITEMS

Note: Structure cost listed includes 10% TRO, 10% mobilization and 25% contingencies

	Bridge 1	Bridge 2	Bridge 3
DATE OF ESTIMATE	02/24/23	02/24/23	02/24/23
Bridge Name	33 Connector (Rail Replace &	N99 & 233 Connector (New)	Ash Slough
Bridge Number	41-0055E	41-TBD	41-0045 L
Structure Type	Bridge	Bridge	Bridge Widening
Width (Feet) [out to out]	0 LF	0 LF	0 LF
Total Bridge Length (Feet)	0 LF	0 LF	0 LF
Total Area (Square Feet)	0 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0	\$0	\$0
COST OF EACH	\$1,280,000	\$5,500,000	\$500,000

	Building 1		
DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF	0 LF	0 LF
Total Building Length (Feet)	0 LF	0 LF	0 LF
Total Area (Square Feet)	0 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300	\$0	\$0
COST OF EACH	\$0	\$0	\$0

TOTAL COST OF BRIDGES	\$7,280,000
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TOTAL COST OF BUILDINGS	\$0
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Time-Related Overhead	0%	\$0
STRUCTURES MOBILIZATION	0%	\$0
STRUCTURES CONTINGENCY*	0%	\$0

TOTAL COST OF STRUCTURES	\$7,280,000
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Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

_____ Date

EA: 06-0P910 PID: 612000307

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$ 1,641,563	\$	1,809,823
	A2)	Acquisition of Offsite Mitigation	\$ 54,388	\$	59,962
	A3)	Railroad Acquisition	\$ 0	\$	62,500
B)	B1)	Utility Relocation (State Share)	\$ 314,063	\$	346,254
	B2)	Potholing (Design Phase)	\$ 84,375	\$	93,023
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	\$ 0	\$	0
D)		RAP and/or Last Resort Housing	\$ 0	\$	0
E)		Clearance & Demolition	\$ 0	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$ 0	\$	0
G)		Title and Escrow	\$ 34,916	\$	38,494
H)		Environmental Review	\$ 0	\$	0
I)		Condemnation Settlements <u>0%</u>	\$ 0	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$ 0	\$	0
K)		Utility Relocation (Construction Cost)	\$ 0	\$	0

L) **TOTAL RIGHT OF WAY ESTIMATE** **\$2,129,400**

M) **TOTAL R/W ESTIMATE: Escalated** **\$2,410,100**

N) **RIGHT OF WAY SUPPORT** **\$0**

Support Cost Estimate
Prepared By _____ Project Coordinator¹ _____ Phone _____

Utility Estimate Prepared By _____ Utility Coordinator² _____ Phone _____

R/W Acquisition Estimate
Prepared By _____ Nicole Olsen _____ (559) 383-5507
Right of Way Estimator³ _____ Phone _____

Note: Items G & H applied to items A + B

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

Memorandum**To:** Michael Day**Date:** 2/22/2023**File:** CD 06 EA0P9100 **Alt** Rev3**Attn:** Brandon Lopez**Co** MAD **RTE** 99

Arthur Ramirez

DESCRIPTION:**Interchange Improvement****From:** Department of Transportation
Division of Right of Way Central Region**Subject:** RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 1/4/2023

The following assumptions and limiting conditions were identified:**Parcels**

It is assumed that these parcels will have continued access both during and after construction.

Utility

Project engineer states that potholing will be necessary. In the discussion with the project engineer, PG&E overhead electric poles will be in conflict. AT&T underground fiber optic is also assumed to be in conflict at certain locations. For the basis of this estimate, the freeway master contract will be applied with this project. As a result the cost liability is assumed to be 50% State and 50% Owner for PG&E and AT&T.

Right of Way Lead Time will require a minimum 19 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:

Sara Blum

SARA BLUM
Senior Right of Way Agent
(559) 383-5194

Page 1 of 4

ATTACHMENT G

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

The proposed project is in Madera County near the City of Chowchilla it is located on State Route 99 and State Route 233 interchange. The project proposes to modify the existing interchange by constructing two roundabouts at the ramp intersections. There are a total of eight partial fee acquisitions being proposed on the project, consisting of commercial and agriculture uses. One commercial parcel is determined to be a Full acquisition by the Right of Way Agent due to the damage to the remaining property because of the elimination of access, one excess parcel is created due to this determination. One Agricultural parcel will have a new access road in the after condition, design will be re-building the access road within State ROW. There is one outdoor advertising sign located on the full acquisition parcel.

General Description of Utility Involvement:

Route 99 is designated freeway in the project location. The location is in the City of Chowchilla near route 99/State Route 233. Project proposes to modify the interchange by constructing two roundabouts at the ramp intersections. Potential conflicts include PG&E electrical pole relocation, underground electrical PG&E facilities, and underground AT&T fiber optic.

General Description of Railroad Involvement:

The railroads have expressed interest in reviewing our design plans any time roundabouts are in close proximity to their tracks. A preliminary engineering agreement will be required.

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2023	25%	5%	2025
Acquisition:	\$1,616,563	25%	5%	\$1,782,260
Mitigation:	\$54,388	25%	5%	\$59,962
State Share of Utilities:	\$398,438	25%	5%	\$439,277
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$34,916	25%	5%	\$38,494
Ad Signs:	\$25,000	25%	5%	\$27,563
Total Current Value:	\$2,129,303			\$2,410,057

If RW Cost Est fields are blank, Costs = \$0

NOTE: above estimate includes railroad engineering in the amount of: \$62,500.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 19

Estimated Pothole Date: 2/1/2024

Cost Break Down		Parcel Data	
Pot Hole	67,500	# of Parcel Type X:	0
# Pot Holes	90	# of Parcel Type A: less than \$10,000 non-complex	4
Mitigation		# of Parcel Type B: more than \$10,000 non-complex	3
Land	0	# of Parcel Type C: complex, special valuation	1
Bank	0	# of Parcel Type D: most complex/time consuming	0
Permit Fees	43,510	Totals:	Totals: 0
Parcel Area			
Total R/W Required:	6		
Total Excess Area:	1.81		

of Excess Parcels: 1

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

RR Involvement

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	1
Right of Entry:	No
Clauses:	Yes
Estimated Lead-time:	6 mos

Utilities

<u>5</u> Companies to be potholed
<u>6</u> Companies for Verification
<u>2</u> Companies for Utility Relocations
JUA/CCUAs are not needed

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

of single family: # of muliti-family: # of business/nonprofit: # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

Data for evaluation provided by:

Estimator:	Nicole Olsen	1/23/2023
Railroad Liaison Agent:	Michelle Hernandez	1/5/2023
Utility Relocation Coordinator:	Lorraine Iniguez	1/19/2023

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

NICHOLAS G. DUMAS
Office Chief, District 6 Right of Way

Date
ENTERED PRSM 2/22/2023
BY: N Beebe Pence

Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 06 - MAD - 099 **PM/PM:** 26.300/26.800

EA/Project Number: 06-0P910_ / 0612000307

Project Name: MAD 99/233 Chowchilla Interchange Improvement

Form Completed by: Robert Scott

Project Manager: DAY, MICHAEL J **Phone:** (559) 243-3588

Date: 9/8/2022

MCCE Phase prepared for: Draft ED

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative: 1 & 2

Commitment	Design \$	FY	Ac/Crd	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
Biological									
Bat & Swallow Exclusion							<input type="checkbox"/>	\$20,000	25/26
Monitoring							<input type="checkbox"/>	\$10,000	25/26
Annual 401 Fee - 1st				\$2,297	25/26		<input type="checkbox"/>		
Annual 401 Fee - 2nd				\$2,297	26/27		<input type="checkbox"/>		
Hazardous Waste									
PSI - tank investigation	\$66,000	22/23					<input type="checkbox"/>		
Phase 1	\$20,000	15/16					<input type="checkbox"/>		
Paleontological									
Paleontological	\$11,000	15/16					<input type="checkbox"/>	\$150,000	16/17

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
CEQA Review	\$2,764.75	22/23		<input type="checkbox"/>		
1600	\$5,748.75	24/25		<input type="checkbox"/>		
2081 - Incidental Take Permit	\$27,668.5	24/25		<input type="checkbox"/>		
401	\$2,734	24/25		<input type="checkbox"/>		
NOI/NOT (Stormwater)				<input type="checkbox"/>	\$4,090	24/25
TOTAL	\$97,000		\$43,510		\$184,090	

Approved by:

Javier Almaguer	<i>Javier Almaguer</i>	01/10/2023
Environmental Branch Chief (Print Name)	Signature	Date

If Right of Way Capital is needed:

Sara Blum	<i>Sara Blum</i>	1/10/23
Right-of-Way Office Chief (Print Name)	Signature	Date

If cultural and biology mitigation totals more than \$500,000:

_____	_____	_____
Environmental Office Chief (Print Name)	Signature	Date

Submitted to PM on: _____ Initial _____

Comments (explanation and risk management plan attached)

9/19/2022: Bird & Bat exclusion is a possibility. Based on 2020, 2021, and 2022 cost data, exclusion may be \$20k. Permits were also updated (1600 and 2081)- A. Kemp

1/5/2023: 401 Permit fee based on 0.083 acre of impacts and two Annual fees included per request - A. Kemp

Madera 99/233 Chowchilla Interchange Improvement

State Route 99/State Route 233 Interchange
in Chowchilla in Madera County

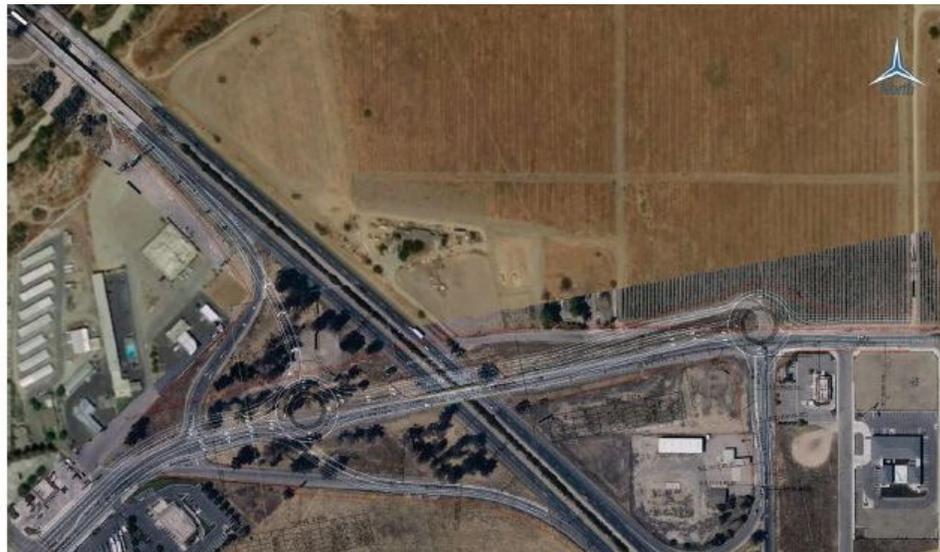
06-MAD-99-PM 26.3-26.8

Project ID 0612000307

State Clearinghouse Number 2023040741

Initial Study with Mitigated Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

June 2023



ATTACHMENT H

General Information About This Document

Item 10-10-A.

Document prepared by: Kay Goshgarian, Environmental Scientist

The Initial Study circulated for public review and comment for 30 days between April 29, 2023 and May 30, 2023. Comments received during this period are included in Appendix C. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

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State Clearinghouse Number 2023040741
06-MAD-99/233-26.3/26.8
Project ID 0612000307

Improve the State Route 99/233 interchange
from post miles 26.3 to 26.8 in the City of Chowchilla in Madera County

**INITIAL STUDY
with Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Local Agency
Cooperating Agencies: Madera County Transportation Commission
Responsible Agency: California Transportation Commission



Javier Almaguer
San Joaquin Valley Branch Chief, Environmental
California Department of Transportation
CEQA Lead Agency

6/29/2023

Date

The following individual can be contacted for more information about this document:

Javier Almaguer, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; phone:
(559) 287-9320; email: javier.almaguer@dot.ca.gov



Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2023040741

District-County-Route-Post Mile: 06-MAD-99/233-26.3/26.8

EA/Project Number: 06-0P910/0612000307

Project Description

The California Department of Transportation (Caltrans) proposes to modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. Each roundabout will be constructed with two circulating lanes on the eastbound and westbound directions. The existing State Route 233 bridge over State Route 99 will remain in place to accommodate the eastbound traffic. A new separate concrete bridge will be constructed for westbound traffic. This new bridge will be constructed north of the existing structure and will have a 10-foot-wide sidewalk, 8-foot-wide outside shoulder, two 12-foot-wide lanes, and a 5-foot-wide inside shoulder.

Determination

This proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Negative Declaration is subject to change based on comments received from interested agencies and the public. Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The project would have no effect on recreational facilities, agriculture and forest resources, geology and soils, hazardous waste and materials, land use, mineral resources, energy, cultural resources, tribal cultural resources, population and housing, and wildfire.

The project would have less than significant effect on aesthetics, hydrology and floodplains, water quality, paleontology resources, hazardous waste/materials, noise, utilities and public services, greenhouse gas emissions.

The project would have less than significant effect with mitigation on vehicle miles traveled by subsidizing the addition of one vanpool (15-passenger van) to the existing CalVans program for a 20-year period.

Javier Almaguer
San Joaquin Valley Branch Chief, Environmental
California Department of Transportation

6/29/2023

Date

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Chapter 1 Proposed Project

1.1 Introduction

State Route 99 is an important local and regional roadway and transportation corridor through the San Joaquin Valley. It is a major truck route that provides critical access for the shipment of agricultural goods to markets outside of the valley. It also serves as a significant travel route when motorists head to recreational areas and vacation spots throughout the state and beyond. State Route 99 is a four-lane facility through the City of Chowchilla.

State Route 233, also called Robertson Boulevard, is a northeast-running roadway that bisects the City of Chowchilla. State Route 233 begins at State Route 152 and extends through the downtown area before ending at State Route 99. State Route 233 is a two-lane undivided highway within the project area.

The configuration of the State Route 99/State Route 233 interchange is currently a partial cloverleaf spread-diamond design. The off-ramp intersections are controlled by stop signs for ramp traffic.

Commercial, residential, industrial land uses, and vacant lots are within the project area. These include restaurants, hotels, gas stations, retail and convenience stores and single-family residence on acreage.

1.2 Purpose and Need

State Route 99 is an important local and regional roadway and transportation corridor through the San Joaquin Valley. State Route 233 serves as an alternate route between State Route 152 and State Route 99 in Madera County, running along Robertson Boulevard through the center of Chowchilla. The State Route 99/State Route 233 interchange currently has a partial cloverleaf spread-diamond configuration. Roadway operations and safety for all users are expected to continue to deteriorate with future growth. State Route 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the State Route 233 overcrossing roadway.

1.2.1 Purpose

The purpose of the project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the State Route 99/State Route 233 interchange. The project will also improve operations of the interchange, improving access to the businesses and services in the area.

1.2.2 Need

The existing ramp ends are currently operating under stop control using stop signs. State Route 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the State Route 233 overcrossing roadway. The current overcrossing is not wide enough to accommodate cyclists, with no shoulders and a 4-foot-wide sidewalk. It lacks connectivity to the adjacent local streets on State Route 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for the cyclists and pedestrians to cross State Route 99 from one side of Chowchilla to the other.

Approximately 16 accidents were recorded from April 2019 to March 2022 within the project limits at the following locations:

- Five accidents were reported within the State Route 99 northbound off-ramp at State Route 233. The total accident rate of 1.73 accidents per million-vehicle-miles is above average of 0.45 accidents per million-vehicle-miles for similar highways statewide.
- Two accidents were reported within the State Route 99 northbound on-ramp at State Route 233. The total accident rate of 0.90 accidents per million-vehicle-miles is above average of 0.50 accidents per million-vehicle-miles for similar highways statewide.
- One accident was reported within the State Route 99 southbound on-ramp at State Route 233. The total accident rate of 0.31 accidents per million-vehicle-miles is below average of 0.48 accidents per million-vehicle-miles for similar highways statewide.
- Eight accidents were reported within the State Route 99 southbound off-ramp at State Route 233. The total accident rate of 7.72 accidents per million-vehicle-miles is above average of 0.82 accidents per million-vehicle-miles for similar highways statewide.
- Accident rates were also reported for northbound State Route 99 within the project limits. The total accident rate of 0.70 accidents per million-vehicle-miles is below average of 0.81 accidents per million-vehicle-miles for similar highways statewide.
- Accident rates were also reported for southbound State Route 99 within the project limits. The total accident rate of 0.94 accidents per million-vehicle-miles is above average of 0.81 accidents per million-vehicle-miles for similar highways statewide.
- Accident rates were also reported for State Route 233 from post mile 3.6 to post mile 3.8, at the west end of the State Route 233 Overcrossing. The total accident rate of 0.34 accidents per million-vehicle-miles is below

average of 1.07 accidents per million-vehicle-miles for similar highways statewide.

State Route 233 intersects with Chowchilla Boulevard, and traffic movement is controlled by a signal. The State Route 99 off-ramp intersections with State Route 233 (southbound and northbound) are stop-controlled. The southbound and northbound off-ramps currently operate at a level of service D and level of service F, respectively, during peak travel hours. Planned development adjacent to the Madera 99/233 interchange improvement project could result in the construction of up to 2,042 residential units and approximately 945,000 square feet of commercial building space. Without the project, roadway operations and safety for all users are expected to deteriorate with future growth.

1.3 Project Description

The California Department of Transportation (Caltrans) proposes to make operational improvements at the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. The existing State Route 233 bridge over State Route 99 will remain in place to accommodate eastbound traffic. A new separate concrete bridge will be constructed for westbound traffic. A 10-foot-wide sidewalk will be placed along the westbound lanes on the new bridge to provide pedestrians and bicyclists a connection between the west and east side of the city. Other work includes widening of Ash Slough bridge on State Route 99, drainage improvements and access road construction.

New right-of-way will be required for construction of the project. Approximately 4.1 acres of land will be needed. This acreage represents partial land acquisition adjacent to the roadway.

See Figures 1-1 and 1-2 for the project vicinity map and project location map showing where the project will occur. See additional project mapping in Appendix B.

A build alternative and a no-build alternative are being evaluated for this project. The current estimated project cost is \$33,262,000.

Figure 1-1 Project Vicinity Map

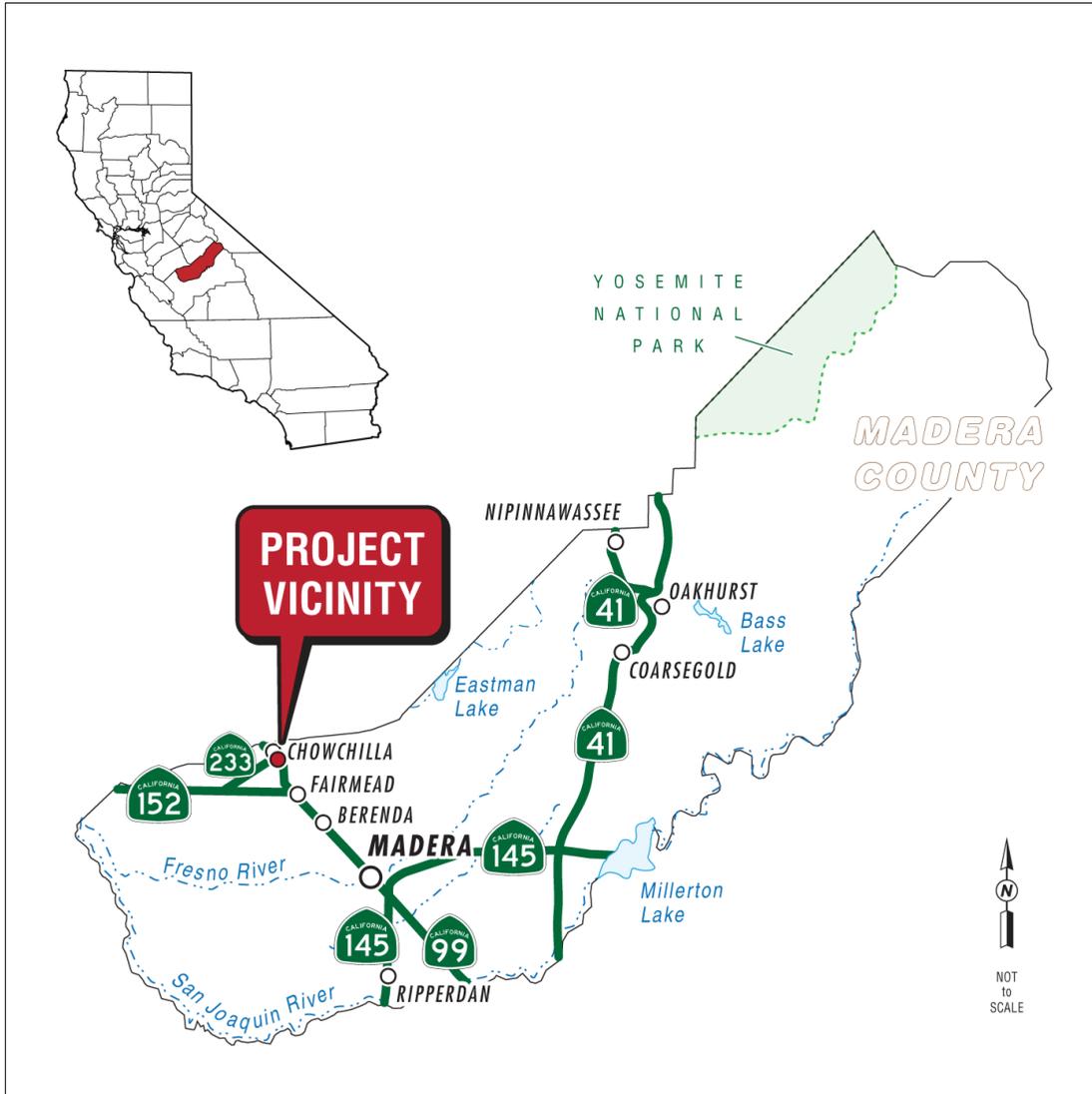
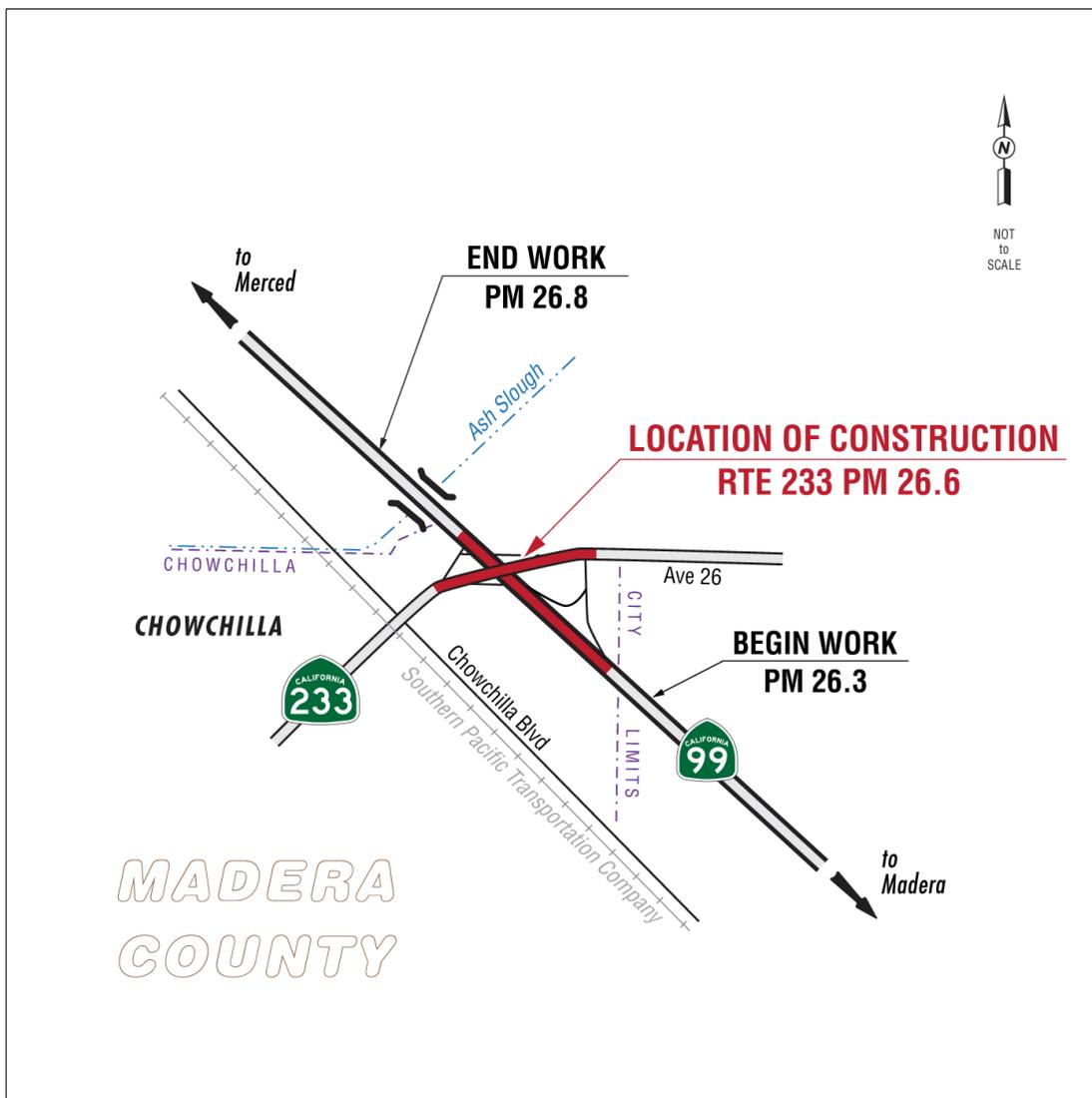


Figure 1-2 Project Location Map



1.4 Project Alternatives

A build alternative and a no-build alternative are being considered for this project.

1.4.1 Build Alternative

This project contains standardized project measures that are used on most Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures

are listed in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

Caltrans proposes to modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla.

Under the build alternative, the Chowchilla Boulevard/State Route 233 intersection would continue to be controlled by signal. The stop signs at the ramp intersections of both the northbound and southbound ramps will be replaced with roundabouts. Each roundabout will be constructed with two circulating lanes on the eastbound and westbound directions.

The northbound off-ramp from State Route 99 will increase from one lane to two lanes to enter the eastern roundabout. The northbound on-ramp to State Route 99 from the eastern roundabout will involve two lanes exiting the roundabout and decreasing to one lane to enter the freeway. A drainage basin will be constructed on the southeastern quadrant of the State Route 99/State Route 233 interchange. See [Appendix B Project Mapping for](#) the location of the proposed drainage basin. An access road will be constructed northwest of the eastern roundabout to accommodate the residents living nearby.

The southbound on-ramp to State Route 99 will involve two lanes decreasing to one lane to enter the freeway. The southbound off-ramp from State Route 99 will increase from one lane to two lanes to enter the western roundabout. The southbound off-ramp realignment will require the widening of the Ash Slough Bridge.

The existing State Route 233 bridge over State Route 99 will remain in place to accommodate the eastbound traffic; the bridge rails will be upgraded. A new separate concrete bridge will be constructed for westbound traffic. The new bridge will be constructed north of the existing structure and will have a 10-foot-wide sidewalk, an 8-foot-wide outside shoulder, two 12-foot-wide lanes, and a 5-foot-wide inside shoulder. A Class II bike lane will also be constructed in the project.

After construction, there will be a total of two separate bridges spanning over State Route 99. The 10-foot-wide sidewalk will be placed along the westbound lanes on the new bridge to provide pedestrians and bicyclists a connection between the west and east side of the city. To accommodate the new bridge, two columns will be built in the median of State Route 99, and earthen material will be needed at the abutments.

The project will be constructed in two stages. The first stage will consist of the following: the widening of the Ash Slough bridge on State Route 99, roughly northwest of the State Route 99/State Route 233 interchange; construction of the southbound off-ramp; construction of the northern portion of the State

Roue 233 mainline, which includes the westbound State Route 233 bridge and the northern portions of the two roundabouts; partial construction of the northbound and southbound on-ramps. The second stage will consist of the following: shifting the State Route 233 traffic to the newly built roadway that was completed in stage 1; construction of the southern portions of the State Route 233 mainline, which includes the southern portions of the roundabouts and the reconstruction of the existing State Route 233 bridge; construction of the remaining portions of the southbound ramps and the northbound ramps.

1.4.2 No-Build (No-Action) Alternative

The State Route 99/State Route 233 interchange would remain as it currently exists under the no-build alternative. There would be no improvements to State Route 99 or State Route 233 or to the interchange.

1.5 Identification of a Preferred Alternative

This section on identification of a preferred alternative has been added since the circulation of the draft environmental document.

After the public review and comment period and comparing and weighing the benefits and impacts of the build alternative and no-build alternative, the build alternative was selected as the preferred alternative because it would create multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the State Route 99/State Route 233 interchange. The project will also improve operations of the interchange, improving access to the businesses and services in the area.

The no-build alternative would not satisfy the purpose or need of the project because currently State Route 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the State Route 233 overcrossing roadway. The existing overcrossing is not wide enough to accommodate cyclists, with no shoulders and a 4-foot-wide sidewalk. It lacks connectivity to the adjacent local streets on State Route 233. The interchange at State Route 99 and State Route 233 would remain as it currently exists, with no improvements made to the interchange.

1.6 Standard Measures and Best Management Practices Included in All Build Alternatives

14-1.02 Environmentally Sensitive Area: Pertains to environmentally sensitive areas marked on the ground. Do not enter an environmentally sensitive area unless authorized. If breached, immediately stop all work within 60 feet of the boundary, secure the area, and notify the engineer.

14-2.03 Unanticipated Discovery of Archaeological Resources: Pertains to archaeological resources discovered within or near construction limits. Do not disturb the resources and immediately stop all work within a 60-foot radius of discovery, secure the area, and notify the engineer. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. Archaeological mitigation may include monitoring.

14-6.03 Species Protection: Pertains to protecting regulated species and their habitat that occur within or near the job site. Upon discovery of a regulated species, immediately stop all work within a 100-foot radius of the discovery and notify the engineer.

14-6.03B Bird Protection: Pertains to protecting migratory and nongame birds, their occupied nests, and their eggs. Upon discovery of an injured or dead bird or migratory or nongame bird nests that may be adversely affected by construction activities, immediately stop all work within a 100-foot radius of the discovery and notify the engineer. Exclusion devices, nesting-prevention measures, and removing constructed and unoccupied nests may be applied.

14-7.03 Discovery of Unanticipated Paleontological Resources: If paleontological resources are discovered at the job site, do not disturb the resources, and immediately stop all work within a 60-foot radius of the discovery, secure the area, and notify the engineer. Do not move paleontological resources or take them from the job site.

14-8.02 Noise Control: Pertains to controlling and monitoring noise resulting from work activities. Noise levels are not to exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

14-9.02 Air Pollution Control: Comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the construction contract.

14-11 Hazardous Waste and Contamination: Includes specifications relating to hazardous waste and contamination.

14-11.02 Discovery of Unanticipated Asbestos and Hazardous Substances: Upon discovery of unanticipated asbestos or a hazardous substance, immediately stop work and notify the engineer.

14-11.04 Dust Control: Excavation, transportation, and handling of material containing hazardous waste or contamination must result in no visible dust migration. When clearing, grubbing, and performing earthwork operations in areas containing hazardous waste or contamination, provide a water truck or tank on the job site.

14-11.12 Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue: Includes specifications for removing, handling, and disposing of yellow thermoplastic and yellow-painted traffic stripe and pavement marking. The residue from the removal of this material is a generated hazardous waste (lead chromate). Removal of existing yellow thermoplastic and yellow-painted traffic stripe and pavement marking exposes workers to health hazards that must be addressed in a lead compliance plan.

14-11.13C Safety and Health Protection Measures: Applies to worker protective measures for potential lead exposure.

14-11.14 Treated Wood Waste: Includes specifications for handling, storing, transporting, and disposing of treated wood waste.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Streambed Alteration Agreement	To be obtained prior to construction
Regional Water Quality Control Board	401 Waste Water Discharge Permit	To be obtained prior to construction
Central Valley Flood Protection Board	Encroachment Permit	To be obtained prior to construction
U.S. Fish and Wildlife Service	Letter of Concurrence	Received March 10, 2023

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Scenic Resource Evaluation/Visual Assessment dated March 3, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact

b, d) Affected Environment

Surrounding land uses in the project area are agricultural, commercial, and residential. The roadsides consist mostly of bare soil, scattered grasses, and landscape trees and shrubs. Within the Caltrans right-of-way, the most notable landcover consists of eucalyptus trees and oleander shrubs.

The visual character of the project will be compatible with the existing visual character of the corridor. The existing lines in the project area, on both State Route 99 and State Route 233, are mostly straight and flat, with the overcrossing structure gently sloping. Oleander plants in the State Route 99 median lend to the linear quality and altogether present a feeling of continuity.

Color in the existing project area is typical of California's Central Valley. Springtime green grasses give way to golden hues when the rains end. Eucalyptus and oleander planting are evergreen and provide color year-round. From spring to fall, the oleanders are in bloom, and the bright flowers add diversity to the otherwise bland scene. The eucalyptus trees introduce a diversity of form to the views in this area. The trees are also bigger in scale than the people and cars that pass through the interchange, helping to blend in the large scale of the overcrossing.

Environmental Consequences

Elements of the project that will cause the most change in the visual environment are the removal of 56 eucalyptus trees and the construction of two roundabouts under the build alternative. With the removal of the trees, there is a loss of large-scale elements that help blend the bridge structures into the environment. The new roundabouts will be somewhat exposed to view and will increase the urban character of the interchange. The visual quality of the existing corridor will be somewhat altered by the proposed

project. While the views in the project area will change, the quality of those views will remain relatively intact. Regular users of State Route 233 and State Route 99 who exit to access services will be the most sensitive to the changes made by the project.

No tree removal and no visual changes will occur under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Existing trees will remain at the perimeter of the two quadrants where the western roundabout will be placed. They will visually buffer the roundabout and soften the harshness of new construction. The oleanders in the median of State Route 99 will not be impacted, so the vividness of their blooms will remain a feature in the spring, summer, and fall.

This area is zoned for future commercial development, so an increase in the urban character of the environment is compatible with community expectations. The addition of a second bridge oriented parallel to the existing structure will be compatible with the project area's visual character.

The following measures to offset visual impacts are recommended for the project:

- Minimize tree removal. Remove only those trees and shrubs required for the construction of the new roadway facilities. Avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems.
- Provide replacement planting.
- Add aesthetic elements to the overcrossing bridge structures to provide color, texture, and visual interest to the landscape.
- Add aesthetic paving to roundabouts, sidewalks, and median islands to provide color, texture, and visual interest to the landscape.

Avoidance, minimization, and mitigation measures are not required for the no-build alternative.

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant

environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the 2040 City of Chowchilla General Plan accessed on October 18, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Report dated March 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

b, c) Affected Environment

The project is in the San Joaquin Valley Air Basin.

Climate and topography affect air quality. The climate of the project area is characterized with cool winters (average 60 degrees Fahrenheit in January) and warm, dry summers (average 90 degrees Fahrenheit in July). Temperature inversions are common, affecting localized pollutant concentrations in the winter and enhancing ozone formation in the summer. Annual average rainfall is 24 inches, mainly falling during the winter.

Prevailing westerly winds of California are the result of the North Pacific high-pressure cell, low-level wind flow of the Eastern North Pacific Ocean and its land masses in the middle latitudes. During the summer months, the Pacific high-pressure cell produces a predominantly northwesterly flow of marine air over California's coastal waters. During the winter months, the Pacific high-pressure cell is somewhat weakened and moves south, so that weaker and less persistent wind conditions are the norm. This circulation pattern is affected by differential heating between the ocean and the land. As the air approaches the California coastline, up-valley air flow is enhanced during the warmer months, and down-valley flow dominates during colder months.

Air flow is channeled by mountain ranges, with the predominant wind direction coinciding with the valley's longitudinal axis in one direction. The second most prevalent wind follows this pattern but in the opposite direction. California's

coastal mountain ranges limit the inflow of marine air into the interior of California.

Limited airflow allows an escape of some air over the Tehachapi Mountains. Cooler drainage winds at the Tehachapi Mountains force the air back northwards, in a circular air pattern known as the Fresno eddy. The pollutants swirl in a counterclockwise pattern and return the air back to the polluted urban areas, where more pollutants are added the next day. Pollutants transported to higher altitudes due to daytime heating settle downwards due to the drainage winds.

The San Joaquin Valley Air Basin is a closed basin surrounded by the coastal ranges on the west, the Tehachapi Mountains to the south, and the Sierra Nevada range to the east. These conditions result in poor horizontal dispersion of pollutants, while high pressure events also cause limited vertical pollutant dispersal, leading to pollutant accumulation.

Criteria Pollutants, Attainment and Conformity Status

The Madera Avenue 14 air monitoring station is approximately 18 miles southeast of the State Route 99/233 Chowchilla interchange improvement project. The monitoring station is maintained by the San Joaquin Valley Air Pollution Control District.

Madera County is in attainment status for both the state and federal carbon monoxide ambient air standards.

The project is in an area that is in attainment-maintenance for the federal particulate matter 10-micron standard and in nonattainment for the federal particulate matter 2.5-micron standard. It is in nonattainment for both particulate matter 10-micron and particulate matter 2.5-micron state standards.

Under 40 Code of Federal Regulation Section 9.109, a project-level hot-spot analysis for conformity is required. The project was submitted for interagency consultation for consideration as a project that is deemed “Not a Project of Air Quality Concern.”

The Madera County Transportation Commission is currently working to formally amend the Regional Transportation Plan/Federal Transportation Improvement Program (approved by the Federal Transit Administration and Federal Highway Administration on December 16, 2022) to reflect changes in the project description and funding.

Environmental Consequences

For the build alternative, the project falls under the category of Low Potential Mobile Source of Air Toxics effects. The amount of mobile source air toxics emitted would be proportional to the vehicle miles traveled, which is equal to

the annual average daily traffic multiplied by miles length of project multiplied by 365 days.

The vehicle miles traveled estimated for the build alternative would be slightly higher than for current conditions because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in vehicle miles traveled would lead to slightly higher mobile source air toxics emissions along the new alignment; however, the emissions increase is offset by lower mobile source air toxics emission rates due to increased speeds. There would be a decrease in mobile source air toxics emissions along the parallel routes.

A conformity analysis for the project as “Not a Project of Air Quality Concern” was conducted and submitted to the Interagency Consultation Group on December 13, 2022. Concurrence that the State Route 99/State Route 233 Chowchilla Interchange Improvement project is “Not a Project of Air Quality Concern,” was received from the Environmental Protection Agency on December 14, 2022. The Federal Highway Administration concurred on December 27, 2022.

During construction, the project will generate air pollutants. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, most of the pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures are recommended for project construction:

- Measures to reduce fugitive dust are required by the California Air Resources Board and San Joaquin Valley Air Pollution Control District. The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2015) and Section 14-9-02, which specifically require compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emissions or at the right-of-way line depending on local regulations.
- Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.

- Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites will be located as far away from residential areas and park uses as practicable. Construction areas will be kept clean and orderly.
- Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
- All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter emissions.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown particulate matter in the area.

Avoidance, minimization, and mitigation measures are not required for the no-build alternative.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated September 2022 and the Letter of Concurrence from the U.S. Fish and

Wildlife Service dated March 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

a, b) Affected Environment

Physical Environment

The elevation above mean sea level at the project site ranges from approximately 236 feet within the stream channel of Ash Slough to

approximately 243 feet in the regions within the off-ramps of State Route 99 and the State Route 99/State Route 233 interchange.

Six soil types are present within the project area: Atwater Loamy Sand, Delhi Sand, Hanford Sandy Loam, Madera Fine Sandy Loam, Pachappa Fine Sandy Loam, and Riverwash.

Ash Slough originates northeast of the project area where it receives water from the Chowchilla River. The slough flows southwest through the northwest portion of the project area within the 500-foot buffer and then meets with the Eastside Canal approximately 12.4 miles southwest of the project area.

Biological Environment

Natural Communities

Two natural communities—Annual Grassland and Valley Foothill Riparian—were identified within the project area.

Five vegetation communities were documented: Annual Grassland, Cropland, Riverine, Urban, and Valley Foothill Riparian. During the January 2020 onsite survey, 37 common plant species were found, with the most dominant species consisting mostly of annual grasses. A significant amount of miner's lettuce and red gum (*Eucalyptus camaldulensis*) was present as the dominant species.

Special-Status Plant Species

The California Native Plant Society database and California Natural Diversity Database listed historical occurrences of 26 special-status plant species. Eight of the 26 species were listed as state or federally threatened or endangered (and were also listed as California Native Plant Society sensitive species), and 18 were listed as California Native Plant Society sensitive but with no federal or state status.

Invasive Plant Species

Fourteen invasive species were identified within the project area: giant reed (*Arundo donax*), wild oats, black mustard (*Brassica nigra*), ripgut brome, poison hemlock, Bermuda grass (*Cynodon dactylon*), redstem filaree (*Erodium cicutarium*), red gum, short-pod mustard (*Hirschfeldia incana*), English plantain (*Plantago lanceolata*), rabbitsfoot grass (*Polypogon monspeliensis*), Himalayan blackberry, curly dock (*Rumex crispus*), and milk thistle (*Silybum marianum*).

Common Animal Species

Six common wildlife species were found during field surveys in 2020: California scrub jay (*Aphelocoma californica*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*) and killdear (*Charadrius vociferous*). Botta's pocket gopher (*Thomomys bottae*) and

California ground squirrel (*Otospermophilus beecheyi*) were also present in the portion of the project area north of State Route 233 based on the presence of their burrows. Two raptors—the red-tailed hawk (*Buteo jamaicensis*) and the red-shouldered hawk (*Buteo lineatus*)—were overflying the project area.

Nine stick nests were found within the project area, but none were occupied during the time of the survey. Two red-tailed hawks were seen sitting in and overflying a nest, indicating that it was a potentially active nest.

Special-Status Wildlife

Habitat capable of supporting eight special-status wildlife species listed as state and/or federally threatened or endangered, state species of special concern, or fully protected species occurs within the project area.

Special-status wildlife species that could potentially be present are the western spadefoot toad (*Spea hammondi*), western pond turtle (*Emys marmorata*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), Swainson's hawk, northern harrier (*Circus cyaneus*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis mutica*). Habitat that could support the hoary bat and Yuma myotis (*Myotis yumanensis*) occurs within the area.

Environmental Consequences

Biological Environment

Natural Communities

Project construction activities would potentially result in up to 0.06 acre of permanent impacts to riparian habitat contained within the project area. No mature riparian tree species would be impacted by the project.

Special-Status Plant Species

No special-status plant species were observed during the field survey, and none are likely to occur because of the absence of habitat that could support these species.

Special-Status Wildlife

Potential impacts to special-status wildlife species may include direct mortality to individuals from vehicle strikes, ground disturbance, emergent vegetation or other riparian vegetation removal, habitat loss, and poisoning. Potential indirect impacts may include degradation of breeding habitat, change in water quality due to runoff from construction, loss of shelter resulting in increased predation, exposure, or stress.

Caltrans received a Letter of Concurrence dated March 2023 from the U.S. Fish and Wildlife Service concurring with Caltrans' determination that the project may affect but is not likely to adversely affect the San Joaquin kit fox.

Avoidance, Minimization, and/or Mitigation Measures

Biological Environment

Natural Communities

To protect riparian habitat to the maximum extent practicable, the following measures are recommended:

Exclusion fencing should be placed around the perimeters of the project footprint that are within, or nearest to, the riparian corridors.

A biological monitor should oversee all clearing and grubbing activities to ensure that impacts to riparian habitat are avoided and/or minimized.

California Department of Fish and Wildlife regulatory authority encompasses the riparian habitat, as well as bed and bank of all water features. A Streambed Alteration Agreement should be procured from the California Department of Fish and Wildlife prior to initiating ground disturbance activities.

All areas of impacted vegetation should be revegetated with a mix of at least three locally common native herbaceous species, or as directed by the California Department of Fish and Wildlife. Seed suppliers typically offer basic native erosion control seed palettes formulated for this purpose. An annual monitoring schedule should include at least three-monthly examinations: one in March, one in May, and one in July. These examinations should occur each year for a minimum of three consecutive years. Revegetation should be considered successful when at least 50 percent of the groundcover has become established, or as otherwise directed by the California Department of Fish and Wildlife in a Streambed Alteration Agreement. Planting within the project area or associated roadway easement is recommended to restore and maintain the viability of the affected habitat. Offsite compensatory planting shall only be permitted if onsite planting is not feasible.

Special-Status Plant Species

No special-status plant species were observed during the field survey, and none are likely to occur because of the absence of habitat that could support these species. Therefore, no avoidance or minimization measures are proposed.

Western Spadefoot Toad

To ensure that construction activities do not result in degradation of potential breeding sites that are near construction sites, reconnaissance-level surveys should be performed no more than 14 calendar days before the beginning of construction. Pre-construction surveys should be conducted by a qualified biologist within 250 feet of Ash Slough and ditch DD_1 within areas where construction activities would occur. The habitat in those areas should be avoided to the maximum extent possible. Where feasible, Environmentally Sensitive Area fencing capable of precluding western spadefoot toads from entering construction areas should be installed, based on findings obtained

during the pre-construction surveys. Fencing should consist of 16-inch metal flashing or an equivalent material and should be buried 6 inches below the ground surface, extending at least 8 inches above the ground.

Western Pond Turtle

A pre-construction survey should be performed within 14 days of construction for western pond turtles in areas of the project that occur in Ash Slough and in surrounding upland habitat within 400 feet of Ash Slough. During the construction period when Ash Slough is inundated, weekly examinations of Ash Slough should occur to determine presence of western pond turtles. If western pond turtles are found in Ash Slough within the Project Impact Area, barrier fencing should be installed between the stream and upland habitat to prevent entrance into work areas along the banks of the slough. Fencing should consist of 16-inch metal flashing or an equivalent material and should be buried 6 inches below the ground surface, extending at least 8 inches above the ground. If western pond turtles are found in upland habitat within the work area, a 100-foot buffer should be set up around nearby construction zones to prohibit turtles from entering work areas, and turtles should be relocated to similar habitat in which they are found or in other suitable habitat (e.g., downstream) outside the 100-foot buffer.

Tricolored Blackbird

To protect the tricolored blackbird, a pre-construction survey should be conducted if construction is scheduled to begin within the breeding season (February 1 to September 30). Surveys should be conducted within 14 days of construction and monthly while construction is occurring within 250 feet of Ash Slough. All habitat that could support this species including riparian trees, shrubs, and cattails that are located within 250 feet of construction should be examined. If the tricolored blackbird is found nesting within the survey area, construction activities should be conducted so that the nest would be avoided by 250 feet until young have fledged, unless it can be documented that a reduction in this buffer area would not result in nest abandonment or reduced reproductive success. Take of this species as defined by Fish and Game Code Section 86 would require a permit from the California Department of Fish and Wildlife.

Western Burrowing Owl

No more than 30 days prior to the start of any project-related activity, pre-construction surveys should be conducted by a qualified biologist for burrowing owl according to the *Staff Report on Burrowing Owl Mitigation and Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993). Pre-activity surveys of an activity area and a 500-foot perimeter of the activity area should be conducted. If burrowing owls are present within 250 feet of the activity site during the breeding season (February 1 through August 31), a buffer around the active burrow shall be established according to the *Staff Report on Burrowing Owl Mitigation and*

Burrowing Owl Survey Protocol and Mitigation Guidelines. This buffer may be removed once it is determined by the qualified biologist that the young have fledged and are no longer dependent on the nest or burrow for survival. Typically, the young fledge by August 31. Actual fledging dates may be earlier or later and shall be determined by the qualified biologist. Buffer distances may be reduced on an activity-by-activity basis approved by a qualified biologist that would document that the reduction in the buffer area would not result in nest abandonment or loss of reproductive success.

Swainson's Hawk

Swainson's hawk nesting and potential foraging habitat is present within and near the Project Impact Area. Protocol-level pre-activity surveys for the Swainson's hawk should be conducted prior to construction following the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) and the *Staff Report Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California* (CDFG 1994). To reduce project-related impacts to active bird nests and to reduce the potential for construction activities to interrupt breeding and rearing behaviors of birds, the following measures shall be implemented prior to and during construction activities scheduled to occur within the nesting season (February 1 to September 30) to reduce direct and indirect impacts:

- A pre-construction survey should be conducted within a 0.5-mile radius of all project activities. A "windshield survey" at approximately 5 miles per hour is preferable when an adequate roadway is available. Walking surveys are useful in locating a nest after a nest territory is identified, or when driving is not an option. Surveys would be performed by a qualified biologist to verify the presence or absence of nesting birds.
- If potential Swainson's hawk nests or nesting substrates are found within 0.5-mile of the project, then those nests or substrates must be monitored for activity on a routine and repeating basis throughout the breeding season, or until Swainson's hawks or other raptor species are verified to be using them.

The protocol recommends that up to 10 visits be made to each nest or nesting site: one during January 1 to March 20 to identify potential nest sites, three during March 20 to April 5, three during April 5 to April 20, and three during June 10 to July 30 to locate hawks preparing to nest. Known nest sites shall be monitored from April 21 through June 10, and post-fledging activity should be monitored from June 10 to July 30. To meet the minimum level of protection for the species, surveys should be completed for at least the two survey periods immediately prior to project-related ground disturbance activities.

If Swainson's hawks are not found to nest within the survey area, then no further action is warranted.

If Swainson's hawks are found to nest within the survey area, then the following measure should be implemented:

- A 2,500-foot (approximately 0.5-mile) radius no-construction zone should be installed around each active Swainson's hawk nesting site if construction is to occur within the breeding period for Swainson's hawks (February 1 to September 30). The no-construction zone may be reduced in size if it can be determined that construction activities would have no take. If it is determined that construction activities could result in take, then the California Department of Fish and Wildlife must be consulted.

Northern Harrier

Any vegetation removal required for the project should occur, when feasible, during the avian non-breeding season of approximately October 1 to January 31. If vegetation clearing is conducted between February 1 and September 30, a pre-construction survey for active nests should be conducted by a qualified biologist no more than 14 days prior to the start of construction. Surveys should be timed (phased) to coincide with the start of construction activities. If nests are found, nests should be avoided by 500 feet until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest or parental care for survival. The avoidance buffer may be reduced in size if it can be determined that construction activities would not disrupt breeding behaviors or have the potential to result in nest abandonment or nest failure.

Migratory Birds

Any vegetation removal required for the project should occur outside the avian nesting season (i.e., approximately October 1 to January 31), if possible. If vegetation clearing must be conducted during the avian nesting season (i.e., between February 1 and September 30), a pre-construction survey for active migratory bird and raptor nests should be conducted by a qualified biologist no more than 14 days prior to the start of construction. If any active raptor nests or migratory bird nests are observed on or near the project site, avoidance buffers should be established. Raptor nests should be avoided by 500 feet, and other migratory bird nests should be avoided by 250 feet until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest or parental care for survival. The avoidance buffer may be reduced in size if it can be determined that construction activities would not disrupt breeding behaviors or have the potential to result in nest abandonment or nest failure.

Cliff swallows may begin nest building at the start of the nesting season and may start laying eggs as early as April. Once a nest is complete, it cannot be removed or damaged without consultation with the California Department of

Fish and Wildlife and U.S. Fish and Wildlife Service. Swallows are best managed by nest removal and exclusion techniques, but those must be implemented prior to the nesting season. If found during surveys, old nests or nests under construction may be washed down with water or knocked down with a pole. Swallows are strongly attracted to old nests or remnants of deteriorated nests, and, as such, all traces of mud should be removed. Nest removal may require several days because cliff swallows will persistently rebuild nests. Exclusion is a relatively permanent, long-term solution. Exclusion should be used only before the swallows arrive and before nest building activities have begun. Using nets with mesh size between half-inch to three-quarter-inch can provide a physical barrier between the birds and the nest site. If a plastic net is used, it should be attached to the bridge and pulled taut. The net should not have any loose pockets or wrinkles that could entrap or entangle birds. A qualified biologist should monitor nest removal and/or installation of exclusion devices.

Special Concern Bats

Construction activities that would disturb a maternity roost or seasonal roost for bats would require the implementation of avoidance and/or minimization measures. Within 14 days prior to construction activities, surveys for bats would be needed to identify where bats might be present within the project area. The timing of surveys would need to be phased to accommodate the timing of bridge work and the removal or trimming of trees and the removal of any buildings. The surveys would include a visual examination of the bridge, trees, and buildings and flyout surveys to assess the presence of bat species. Currently, the bridge is not being used as a maternity roost, but it could be used as a temporary roost site at any time. If bats are determined to be present at the bridge on buildings, bats will be excluded by installing exclusion devices while bats are away from those structures during nightly foraging bouts. Bats may not be excluded if they are present as a maternity colony and non-volant young are present. Bat exclusion devices consisting of plywood caps, Styrofoam inserts, or exclusion netting may need to be installed to prevent bats from occupying roosts, and one-way doors may need to be installed in some locations to exclude bats. Exclusionary devices would be removed upon construction completion, and roosts would be restored to original condition.

American Badger

No more than 30 days prior to the start of any project-related activity throughout the entire construction period, pre-construction surveys shall be conducted by a qualified biologist. Surveys may need to be phased to conform with activities as they begin within the project area. If a potential badger den is found, the monitoring of that den shall be conducted to determine whether the den is occupied. Tracking medium (diatomaceous earth) shall be spread around the opening to 3 feet to gather signs of occupation. Tracking medium shall be examined daily for a minimum of 3 consecutive days. If no signs of

badgers are found, then the den may be hand-excavated. If presence of the badger is verified, then a 100-foot avoidance buffer should be established by the biologist and construction activities should avoid the den until it has been determined that the den is no longer occupied. A one-way door to exclude a badger from an occupied den may be installed with concurrence from the California Department of Fish and Wildlife.

The following measures should be implemented throughout the duration of project activities to reduce impacts to the American badger:

- All construction equipment shall be maintained properly to ensure that it is all in good working order.
- Construction-related leaks and spills shall be promptly repaired and cleaned up.
- Vehicle access and storage of vehicles, equipment, and materials shall be limited to existing dirt roads and previously disturbed areas.
- Project-related vehicles shall observe a speed limit of 20 miles per hour for unpaved roads and 25 miles per hour for paved roads in an activity area, except on county roads and state and federal highways. Nighttime construction traffic shall be limited to emergency traffic only.
- Dogs and other pets shall not be allowed within the activity area.
- All materials staged on an activity site shall be inspected thoroughly prior to being moved to ensure no presence of special-status species or sheltering within the materials.
- To prevent inadvertent entrapment of animals during the construction phase of an activity, all excavated, steep-walled holes or trenches more than 2 feet deep shall be covered at the close of each working day by plywood or similar materials or be provided with escape ramps at a rate of one ramp every 100 feet. Escape ramps may be constructed of earth fill or wooden planks with a slope no steeper than 45 degrees. If wooden planks are used, perpendicular grooves or rungs shall be provided to aid in traction. All holes and trenches, whether covered or uncovered, more than 2 feet deep shall be inspected daily for trapped animals regardless of whether work is occurring in that area. Before holes or trenches are filled, they shall be thoroughly inspected for trapped animals.
- Species may be attracted to den-like structures such as pipes, culverts, pallets, wire bales, and construction equipment. All pipes 4 inches in diameter or greater that are stored on an activity site shall be securely capped or covered to prevent use by species. Materials and equipment shall be thoroughly inspected for the presence of special-status species before being buried, capped, or otherwise used or moved in any way. If species are

discovered within staged materials or equipment, all activity in the immediate area shall stop until the species has vacated the area on its own accord.

- Use of rodenticides and herbicides in an activity area shall be restricted. This is necessary to prevent impacts to special-status species and the species that may be affected secondarily. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation, as well as additional activity-related restrictions deemed necessary by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. If rodent control must be conducted, zinc phosphide shall be used because of a proven lower risk to secondary carnivores.
- All food-related trash such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from an activity site.

San Joaquin Kit Fox

To avoid and minimize impacts to the San Joaquin kit fox, follow the *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance*. The measures that are listed below have been excerpted from those guidelines and would protect San Joaquin kit foxes from direct and indirect impacts.

- Pre-construction surveys should be conducted no fewer than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, or any project activity likely to impact the San Joaquin kit fox. Surveys may need to be phased to coincide with the start of construction activities at any specific area.
- Project-related vehicles should observe a daytime speed limit of 20 miles per hour throughout the site in all project areas, except on county roads and state and federal highways; this is particularly important at night when kit foxes are most active. Although not anticipated for this project, night-time construction should be minimized to the extent possible. However, if night construction should occur, then the speed limit should be reduced to 10 miles per hour. Off-road traffic outside of designated project areas should be prohibited.
- To prevent inadvertent entrapment of kit foxes or other animals during construction activities, all excavated, steep-walled holes or trenches more than 2 feet deep should be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly examined for trapped animals.

- San Joaquin kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way.
- All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in securely closed containers and removed at least once a week from a construction or project site.
- No pets, such as dogs or cats, should be permitted on the project site to prevent harassment, mortality of kit fox, or destruction of dens.
- Use of rodenticides and herbicides in project areas should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control must be conducted, zinc phosphide should be used because of a proven lower risk to kit foxes.
- A representative should be appointed by the project proponent who would be the contact source for any employee or contractor who might observe a kit fox. The representative would be identified during the employee education program and that person's name and telephone number shall be provided to the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service.
- An employee education program should be prepared and implemented. The program should consist of a brief presentation by persons knowledgeable in kit fox biology and legislative protection to explain endangered species concerns to contractors, their employees, and/or agency personnel involved in the project. The program should include the following: a description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information should be prepared for distribution to the previously referenced people and anyone else who may enter the project site.
- Upon completion of the project, all areas subject to temporary ground disturbances, including storage and staging areas, temporary roads, pipeline corridors, etc. should be re-contoured if necessary, and

revegetated to promote restoration of the area to pre-project conditions. An area subject to “temporary” disturbance means any area that is disturbed during the project, but after project completion would not be subject to further disturbance and has the potential to be revegetated. Appropriate methods and plant species used to revegetate such areas should be determined on a site-specific basis.

- In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape, or the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service should be contacted for guidance.
- New sightings of a kit fox shall be reported to the California Natural Diversity Database. A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed should also be provided to the U.S. Fish and Wildlife Service.

Western Spadefoot Toad

To ensure that construction activities do not result in degradation of potential breeding sites that are near construction sites, reconnaissance-level surveys should be performed no more than 14 calendar days before the beginning of construction. Pre-construction surveys should be conducted by a qualified biologist within 250 feet of Ash Slough and the ditch within areas where construction activities would occur. The habitat in those areas should be avoided to the maximum extent possible. Where feasible, Environmentally Sensitive Area fencing capable of precluding western spadefoot toads from entering construction areas should be installed, based on findings obtained during the pre-construction surveys. Fencing should consist of 16-inch metal flashing or an equivalent material and should be buried 6 inches below the ground surface, extending at least 8 inches above the ground. No insecticides, herbicides, fertilizers, or other chemicals that might harm the western spadefoot toad should be used in the buffer zone.

2.1.5 Energy

Considering the information in the Energy section of the Caltrans Standard Environmental Reference dated January 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact

Question—Would the project:	CEQA Significance Determinations for Energy
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.6 Cultural Resources

Considering the information in the Supplemental Historic Property Survey Report dated December 12, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.7 Geology and Soils

Considering the information in the California Department of Conservation Earthquake Zone Map, accessed September 29, 2022, the California Department of Conservation Landslide Map, accessed September 29, 2022, the Preliminary Paleontological Evaluation Report and Paleontological Mitigation Plan for the Chowchilla Interchange Improvement Project dated November 15, 2015, and the Supplemental Preliminary Paleontological Evaluation Report/Paleontological Mitigation Plan Madera 99/233 Chowchilla Interchange Improvement, dated September 30, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

f) Affected Environment

Most of the project sediments come from the Modesto Formation with a small extent of Riverbank Formation and Holocene River terrace deposits. Both the Modesto and Riverbank formations have the potential to yield fossils meeting significance criteria based on other finds in the Merced-Madera area.

Environmental Consequences

Build Alternative

The greatest planned vertical impacts are to the Modesto Formation where construction of a drainage basin is proposed at the southeast corner of the interchange where the proposed cut is 12 feet deep.

No-Build Alternative

No impacts to paleontological resources are expected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Native sediments of the Modesto Formation should be monitored full-time for all open (grading, trenching, but not drilling) excavations more than 5 feet deep. The Riverbank Formation should be spot checked during grading. A preliminary paleontological mitigation plan was prepared in 2015 by Cogstone Resource Management to address the potential to encounter paleontological resources during the proposed improvements for the Madera State Route 99/State Route 233 interchange project.

No-Build Alternative

Avoidance, minimization and mitigation measures are not required under the no-build alternative.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Memo dated March 2023 the following significance determinations have been made

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact With Mitigation Incorporated
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

a, b) Affected Environment

Improvements to the State Route 99/State Route 233 intersection are included in the Madera County Transportation Commission 2018 Regional Transportation Plan/Sustainable Communities Strategies, including achieving Senate Bill 375

greenhouse gas reduction goals, which reflects the region's strong commitment to build a more sustainable transportation system through long-range planning efforts. The project meets the Madera County Transportation Commission's performance measures for listing as a capacity-increasing project in the Regional Transportation Plan. It is also consistent with the Regional Transportation Plan/Sustainable Communities Strategy goals of improving goods movement along the regionally important State Route 99.

Improvements to the State Route 99/State Route 233 interchange are consistent with the City of Chowchilla 2040 General Plan, Open Space and Conservation Element policy OS 23 to implement state and regional regulations pertaining to greenhouse gas emissions and climate change.

The project location is identified as a major corridor needing interchange operational improvement to improve the level of service and air quality.

Environmental Consequences

The following discussion applies to both the build alternative and the no-build alternative.

A quantitative carbon dioxide emissions analysis comparing the build alternative and no-build alternative was completed for the following locations: Chowchilla State Route 233, southbound State Route 233/State Route 99 and southbound State Route 99/State Route 233. The results are detailed below.

Chowchilla State Route 233, build alternative: Carbon dioxide emissions for 2022 are 221 tons per year. Carbon dioxide emissions for opening year 2024 are 246 tons per year. Carbon dioxide emissions for design year 2044 are 313 tons per year.

Chowchilla State Route 233, no-build alternative: Carbon dioxide emissions at this location for 2024 are 209 tons per year and for 2044 are 215 tons per year. The no-build alternative carbon dioxide emissions are lower than the build alternative.

Southbound State Route 99/State Route 233, build alternative: Carbon dioxide emissions for 2022 are 98 tons per year. Carbon dioxide emissions for opening year 2024 are 67 tons per year. Carbon dioxide emissions for design year 2044 are 64 tons per year.

Southbound State Route 99/State Route 233, no-build alternative: Carbon dioxide emissions for 2024 are 104 tons per year and for 2044 are 98 tons per year. The no-build alternative carbon dioxide emissions are higher than the build alternative.

Northbound State Route 99/State Route 233, build alternative: Carbon dioxide emissions for 2022 are 134 tons per year. Carbon dioxide emissions

for opening 2024 are 74 tons per year. Carbon dioxide emissions for design year 2044 are 72 tons per year.

Northbound State Route 99/State Route 233, no-build alternative: Carbon dioxide emissions for the no-build alternative at this location for 2024 are 104 tons per year and for 2044 are 98 tons per year. The no-build alternative carbon dioxide emissions are higher than the build alternative.

The increase in emissions would mainly come from population growth because traffic volumes on State Route 233 will increase over time due to several planned housing developments in the area. Also, the amount of 2024 and 2044 build alternative carbon dioxide emissions compared to the no-build alternative carbon dioxide emissions reflects the anticipated operational shortfalls stemming from the current freeway system (for example, no added lanes to existing State Route 99 in this area to date).

The conversion of the existing stop-controlled intersections to two-lane roundabouts reduces emissions. This is seen in the comparisons of the 2024 and 2044 build to no-build alternative carbon dioxide emissions. With stop-controlled intersections (both signals and signage), motorists are required to come to a complete stop, idle while they await the opportunity to navigate their movements and accelerate from the complete stop and attain speed. A roundabout eliminates the need to stop and maintains a constant speed through the roundabout. Roundabouts also calm traffic by forcing slower speeds, making it easier to avoid accidents with other vehicles and non-vehicular traffic.

The minor changes to traffic flow will not have any measurable impact on carbon dioxide greenhouse gas emissions when comparing the build alternative to the no-build alternative. However, based on vehicle trends with additional electric cars and cleaner fuels on the roadway, carbon dioxide emissions will inevitably reduce as years progress.

Construction greenhouse gas emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

The following measures would also be implemented to reduce greenhouse gas emissions and potential climate change impacts from the project:

- To the extent feasible, limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

- To the extent feasible, schedule longer-duration lane closures to reduce the number of equipment mobilization efforts (combine with public information efforts for congested areas).
- To the extent feasible, reduce the need for transport of earthen materials by balancing cut and fill quantities.
- Supplement existing construction environmental training with information on methods to reduce greenhouse gas emissions related to construction.
- To the extent feasible, reduce construction waste by reusing or recycling construction and demolition waste.
- To the extent feasible, use recycled water and reduce consumption of potable water for construction.
- To the extent feasible, include mulch and compost applications and reduce organic waste.
- To the extent feasible, include mulch around new and existing plants to retain moisture.
- Caltrans in coordination with City of Chowchilla would work with CalVans to provide funding in the amount of \$360,000 to subsidize the addition of 1 vanpool to the existing CalVans program for a 20-year period. The proposed vanpool would carry passengers to and from the State Route 99/Herndon Avenue junction in Fresno County to the Valley State Prison and the Central California Women’s Facility. During final engineering, proposals providing an equal or greater benefit may be approved.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required under the no-build alternative.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Madera 99/233 Chowchilla Interchange Improvement Hazardous Waste Initial Site Assessment dated September 26, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

d) Affected Environment

The Initial Site Assessment included site reconnaissance, review of historic topographic maps, aerial photographs, regulatory databases, facility-related documents, and other site-related record sources. Residential, commercial, and agricultural land uses are found within the project limits. The project area also includes some vacant and undeveloped land.

Environmental Consequences

Build Alternative

The Initial Site Assessment identified the following facilities at or adjacent to the project area as a potential risk for hazardous materials/waste:

- The former Chowchilla Tire and Wheel at 235 West Robertson Boulevard, Chowchilla, California, 93610. This Leaking Underground Storage Tank case was listed as an open remediation as of January 14, 2022.
- Exxon Mini Mart at 130 East Robertson, Chowchilla, California 93610. This Leaking Underground Storage Tank case received closure on April 9, 2014, following the completion of assessment and remediation work.
- Aquino's Texaco at 125 South Chowchilla Boulevard, Chowchilla, California, 93610. This Leaking Underground Storage Tank case received closure on September 14, 1992. However, no case closure letter or case closure summary was found in the Fresno office's case file.
- Hollister Trucking at 128 Chowchilla Boulevard, Chowchilla, California 93610. This Leaking Underground Storage Tank case received closure on October 31, 1996, following the completion of assessment and remediation work.
- Chowchilla Water District Shop, 321 South Chowchilla Boulevard, Chowchilla, California 93610. This Leaking Underground Storage Tank case received closure on October 20, 1987. However, no case closure letter or case closure summary was found in the Fresno office's case file.
- The former Wilbur-Ellis facility, Assessor's Parcel Number 014-020-013, This facility was used as an agricultural chemical sales business. At least eight underground storage tanks and one waste sump were located on the property according to the State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list. A review of files at the Madera County Environmental Health Division indicated that two plastic sumps were used to collect rinse water from empty chemical containers and spray equipment prior to being pumped into an aboveground plastic containment tank. The State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list for Wilbur-Ellis listed eight tanks and one sump; no information was found in the regulatory record as to whether the tanks and sumps have been properly removed. Also, soil staining was observed in the vacant field between the former Wilbur-Ellis office and Robertson Boulevard.

Aerially Deposited Lead

An aerially deposited lead study was done within the project area at the State Route 99/State Route 233 interchange. Soil samples were collected and analyzed from 23 direct push borings and one hang auger boring along the interchange within Caltrans' right-of-way. A total of 72 soil samples were collected and submitted for lab analysis. Results indicate that aerially deposited lead in surface soils from 0.0 to 0.5 feet within the proposed construction zone would be classified as a California hazardous waste due to higher lead concentrations. The soils excavated from 0.5 to 2.0 feet of the

project area in any combination of layers qualify as unregulated, non-hazardous material and may therefore be reused within the Caltrans right-of-way, relinquished to the contractor, or disposed of as a non-hazardous/non-regulated material. If soil from the top 2.0 feet is excavated and managed as a whole, then the soil would not be classified as a hazardous waste and could be managed without restriction.

Asbestos-Containing Materials and Lead-Containing Paint

An asbestos-containing materials and lead-containing paint survey was done within the project area at the State Route 99/State Route 233 interchange. A total of 16 bulk asbestos samples representing seven suspect components were collected. No suspect lead-containing paint was found on structural members of the bridges. Consequently, no paint samples were collected. Asbestos was not detected in suspect samples collected during the survey.

Petroleum Hydrocarbons

A preliminary site investigation was conducted from January 16 to January 18, 2023, at the former Wilbur-Ellis Company property at 25849 State Route 99 in Chowchilla in Madera County. The purpose of the preliminary site investigation was to assess subsurface and surface soils that may have been impacted by total petroleum hydrocarbons associated with historical operations of a former occupant, the Wilbur-Ellis Company.

The preliminary site investigation found that the property soil has been impacted by total petroleum hydrocarbon gasoline, diesel and ethylbenzene.

No-Build Alternative

There are no hazardous waste/material concerns with the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Construction activities involving ground disturbance could expose workers and/or the public to lead. A lead compliance plan developed by a certified industrial hygienist is required. Caltrans' standard special provision for earth material containing lead requires a lead compliance plan when lead concentrations are non-hazardous or whenever soil excavation that could result in lead exposure will occur and disposal in a permitted landfill is not required. Also:

- Include Standard Special Provision 36-4 for work involving residue from grinding and cold-planing that contains lead from paint and thermoplastic.
- Include Caltrans' Standard Special Provision 84-9.03C and/or Standard Special Provision 14-11.12, respectively for the removal of white and/or yellow striping/paint/markings separate from roadway grindings in the bid package for construction.

- If guardrails, signposts, or other sources of treated wood waste are to be removed during construction, include standard special provision 14-11.14 for treated wood waste in the bid package for construction.
- Since there is a potential for localized contamination to occur in the construction zone, it is recommended that the contractor prepare a health and safety plan, and a contingency plan to guide construction work. The contractor's workers should also be adequately trained to recognize and respond appropriately if impacted soil is encountered during construction.

No-Build Alternative

Avoidance, minimization and mitigation measures are not required under the no-build alternative.

2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Report State Route 99/233 Chowchilla Interchange Improvement Project dated June 2022 and the Location Hydraulic Study dated September 12, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

c) Affected Environment

The Chowchilla subbasin includes lands in Madera and Merced counties. The subbasin is bounded on the west by the San Joaquin River and the eastern boundary of the Columbia Canal Company Service Area and on the north by the southern boundary of the Merced Subbasin. The area includes the Chowchilla Water District, Berenda Slough and Ash Slough to the Chowchilla River. Major rivers in the subbasin are the Fresno and Chowchilla rivers. The Berenda and Ash sloughs are the main hydraulic features in this region. The project lies within the San Joaquin Valley Floor, Berenda Creek Hydraulic unit and the Madera Hydraulic unit.

The Federal Emergency Management Agency has identified Ash Slough, Berenda Slough, and the Chowchilla River as floodways. Federally designated flood zones are limited to the defined bank and channels of Ash Slough, Berenda Slough, and Chowchilla River.

The project is in the Chowchilla groundwater subbasin. Groundwater provides almost the entire urban and rural water supply and about 75 percent of the agricultural water supply on the valley floor. Groundwater is pumped from the Madera, Chowchilla, and Delta-Mendota groundwater subbasins.

Environmental Consequences

Build Alternative

The two roundabouts and new separate concrete bridge constructed for westbound traffic will increase the impervious area within the project limits. Project-induced long-term impacts on water quality would mainly be associated with the addition of new impervious surfaces. These additional

impervious areas would increase the volume and velocity of the stormwater flow, which can potentially contribute to carrying additional pollutants and cause increased erosion effects. The new roadway drainage system is expected to create or modify existing ditches and detention basins.

Construction activities could result in temporary surface water and groundwater quality impacts. Temporary impacts on the nearby Ash Slough would be associated with the input of sediment loads that exceed water quality objectives, or chemical spills into a storm drain or groundwater aquifers if proper minimization measures are not implemented. Land-disturbing activities and the placement of stockpiles in proximity to storm drain inlets or nearby surface waters may result in a temporary increase in sediment loads in surface waters.

The project does not consist of a longitudinal encroachment or a significant encroachment on the base floodplain. Most of the project is in areas determined to be outside the 0.2 percent annual chance floodplain. Locations from post mile 26.8 to end of construction at post mile 26.8 are in areas subject to inundation by the 1 percent annual chance flood. The project work will not impact the floodplain because the work will not cause an increase in roadway elevation and will not alter the natural flow of the floodplain.

No-Build Alternative

There would be no impacts to water quality under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Two general strategies are recommended to prevent construction sediment from entering local storm drains and waterways:

- Erosion control procedures should be implemented for those areas that must be exposed.
- The area should be secured to control the offsite movement of pollutants.

This project will disturb 1 or more acres of soil, and the following will be required:

- A Notification of Intent is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Stormwater Pollution Prevention Plan is to be prepared and implemented during construction to the satisfaction of the resident engineer.
- A Notice of Termination is to be submitted to the Regional Water Quality Control Board upon completion of construction and site stabilization. A project will be considered complete when the criteria for final stabilization in the Construction General Permit are met.

By incorporating proper and accepted engineering practices and Best Management Practices, the project will minimize erosion or siltation onsite or offsite during construction and its operation.

Key management measures include the following:

- Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- Minimize the potential for erosion via limiting land disturbances such as clearing and grading and cut/fill.
- Preserve any existing terrain providing desirable drainage courses or effective filtration.
- Limit disturbance of natural drainage features and vegetation.
- Ensure proper storage and disposal of potentially hazardous material.
- Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.
- Direct and discharge existing runoff to roadside drainage ditches and basins. Stormwater would be captured by a combination of new and existing pipes, drainage inlets, and other storm drain facilities once construction is completed for this project.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for the no-build alternative.

2.1.11 Land Use and Planning

Considering the information in the City of Chowchilla 2040 General Plan—Land Use Element accessed on October 18, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Considering the information in the City of Chowchilla General Plan 2040—Open Space and Conservation Element accessed on September 29, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information in the State Route 99/233 Interchange Project Noise Study Report dated August 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

a, b) Affected Environment

The project is in an urban/industrial setting. Land uses within the designated post miles of the project are composed of a few small businesses such as gas stations and retail stores, taco restaurant, transitional hotel/motel (Days Inn Hotel) and a single-family residence on the north side of State Route 233 and set back approximately 450 feet from the edge of the travelled way.

A field noise analysis was conducted to identify land uses within the project limits and to identify frequent human outdoor use areas in residential receptors that could be subject to traffic noise impacts and to consider the physical setting of the freeway alignment relative to those areas. The noise study analyzed noise levels at six studied receivers within the project limits:

- Receiver 1: Adjacent to Robertson Boulevard (State Route 233) between Chowchilla Boulevard and the State Route 99 southbound off-ramp (vacant land).
- Receiver 2: Adjacent to the frontage road (private driveway) north of Avenue 26 (State Route 233).
- Receiver 3: Adjacent to Avenue 26 (State Route 233) between the State Route 99 northbound ramps and Carlyle Way.
- Receiver 4: Agricultural residence, single-family residence.
- Receiver 5: Restaurant (Taco El Grullense).
- Receiver 6: Motel (Days Inn Hotel).

Environmental Consequences

The noise study determined the future traffic noise impacts at receivers in the vicinity of the project. The receivers represent traffic noise levels for the existing (2018) and the design-year (2040) no-build alternative condition as well as for the design-year (2040) build alternative. Potential long-term noise impacts associated with project operations are solely from traffic noise. Traffic noise was evaluated for the worst-case traffic condition.

Noise abatement is considered only for areas of frequent human use that would benefit from a lowered noise level. The impact analysis focused on locations of areas of frequent human use. Receivers 1, 2, and 3 were not considered since they are areas with no frequent use.

Build Alternative

Receiver 4 farmhouse residence: The existing noise level is 53 decibels. The design-year build noise level at this receiver is 55 decibels. This noise level is not substantial and does not exceed or approach the noise abatement criteria

of 67 A-weighted decibels for this land use; therefore, noise abatement is not considered at this location.

Receiver 5 and Receiver 6 restaurant and hotel: The existing noise level for Receiver 5 is 66 decibels. The existing noise level for Receiver 6 is 63 decibels. The design-year build noise levels at Receivers 5 and 6 are 69 decibels and 66 decibels, respectively. These noise levels are not substantial and do not exceed or approach the noise abatement criteria of 72 decibels for these land uses; therefore, noise abatement is not considered at these locations.

It is possible that certain construction activities could cause intermittent localized concern from vibration in the project area. During certain construction phases, processes such as earth moving with bulldozers, the use of vibratory compaction rollers, demolitions, or pavement braking may cause construction-related vibration impacts such as human annoyance or, in some cases, building damages. There are cases where it may be necessary to use this type of equipment in close proximity to residential buildings.

No-Build Alternative

Noise impacts are not expected for the no-build alternative.

Avoidance, Minimization, and/or Noise Abatement Measures

Build Alternative

Construction noise control will conform to the provisions in Section 14-8.02 “Noise Control” of the Caltrans Standard Specifications. The noise level from the contractor’s operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 decibels at 50 feet from job site. All equipment must be fitted with adequate mufflers and operated according to the manufacturers’ specifications.

Construction noise varies greatly depending on the construction process, type and condition of equipment used, as well as layout of the construction site. Temporary construction noise impacts would be unavoidable in areas immediately adjacent to the proposed project alignment.

Compliance with the construction hours per Caltrans’ Standard Special Provisions will be required, during night hours (between 9:00 p.m. and 6:00 a.m.), to minimize construction noise impacts on sensitive land uses adjacent to the project site.

The following are procedures that can be used to minimize the potential impacts from construction vibration:

- Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).

- The owner of a building close enough to a construction vibration source that damage to that structure due to vibration is possible would be entitled to a pre-construction building inspection to document the pre-construction condition of that structure.
- Conduct vibration monitoring during vibration-intensive activities.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for the no-build alternative.

2.1.14 Population and Housing

Considering the information in the updated project description dated October 20, 2022, project mapping received September 29, 2022, and Relocation Impact Memo dated September 30, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering the information in the City of Chowchilla 2040 General Plan—Public Safety Element accessed on October 19, 2022, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	Less Than Significant Impact
Police protection?	Less Than Significant Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

a) Affected Environment

Emergency Services

The City of Chowchilla Volunteer Fire Department serves the City of Chowchilla and its surrounding unincorporated area. It is a volunteer unit with a paid full-time Fire Chief operating from Station 1. Station 1 is centrally located on North First Street. Fire dispatch is handled through the City of Chowchilla Police Department. Cal Fire provides services to the unincorporated area surrounding the City of Chowchilla through a contract with Madera County. Madera County also contracts with Cal Fire for prevention and suppression services in the unincorporated areas of Madera County.

Madera County Fire Department Station 2 is also located on North First Street in Chowchilla. Other County Fire Department stations may also respond to a fire depending on the location and ability to commit equipment. Fire dispatch for Madera County Fire Department is handled by Cal Fire. There are also cooperative agreements with the California Department of Corrections for fire protection services.

Law enforcement services for the City of Chowchilla are provided by the Chowchilla Police Department. The Public Safety Element of the City of Chowchilla 2040 General Plan mentions evaluating alternatives to meet the needs of law enforcement. The Madera County Sheriff’s Department is

responsible for law enforcement in the unincorporated areas of Madera County. The County's Sheriff's headquarters building is on Road 28 in the City of Madera. The California Highway Patrol is the main law enforcement agency providing traffic safety and management as well as law enforcement in the unincorporated areas of Madera County. The "Madera Area" California Highway Patrol office is located on Airport Drive in the City of Madera.

Environmental Consequences

Build Alternative

Impacts on response times for emergency services would be negligible with the implementation of the Caltrans Traffic Incident Management Plan described in the avoidance, minimization, and/or mitigation measures section.

No-Build Alternative

Emergency services would not be affected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Night work during construction is expected for this project due to existing traffic conditions and potential lane closures. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic.

A detailed traffic management plan would be developed during the Plans, Specifications, and Estimates phase of the project to minimize delays due to lane closures and maximize safety for the traveling public and emergency service providers during construction. The traffic management plan may include the following:

- Information from brochures and mailers, press releases and media alerts, and planned lane closure notices from the Caltrans website.
- Use of portable changeable message signs.
- Use of California Highway Patrol officers for traffic control.

Caltrans coordinates and manages road user information and highway advisory radio on the state highway system that would be used during construction.

Construction is not expected to occur during peak traffic periods.

No-Build Alternative

Emergency services would not be affected under the no-build alternative.

2.1.16 Recreation

Considering the information in the City of Chowchilla General Plan 2040—Public Facilities and Services Element accessed on September 29, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

Considering the information in the Caltrans Project Study Report and Project Development Report dated October 2013, Air Quality Report dated March 2023, Climate Change Memo dated March 2023, City of Chowchilla Area Transit accessed on March 13, 2023 at <https://cityofchowchilla.org/223/Chowchilla-Area-Transit-CATX>, Madera County Connection website accessed on March 13, 2023 at <https://mcctransit.com/wp-content/uploads/2016/05/MCC-System-Map-b-4.pdf>, and the Vehicle Miles Traveled Mitigation Plan dated March 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? (The portion of Section 15064.3(b) of the CEQA Guidelines pertaining to transportation projects provides for roadway capacity projects.)	Less Than Significant Impact With Mitigation Incorporated

Question—Would the project:	CEQA Significance Determinations for Transportation
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

a, b) Affected Environment

State Route 99 is an important local and regional roadway and transportation corridor through the San Joaquin Valley. It is a major truck route, providing critical access for the shipment of agricultural goods to markets outside of the valley. It also serves as a significant travel route when motorists head to recreational areas and vacation spots throughout the state and beyond.

State Route 99 is a four-lane facility throughout the City of Chowchilla. In the project area, the travel lanes are 12 feet wide with 5-foot-wide left and 10-foot-wide right paved shoulders. The northbound and southbound travel lanes are separated by a 46-foot-wide median.

State Route 233 (Robertson Boulevard) is a northeast-running roadway that goes through the City of Chowchilla. Within the project area, State Route 233 is a two-lane undivided highway with 12-foot-wide lanes and 8-foot-wide shoulders. The width of the existing right-of-way varies from 50 feet within the interchange area to 100 feet on the east and west sides of the interchange. In the downtown area, the highway is a four-lane roadway with a center median two-way left-turn lane.

The State Route 99/State Route 233 interchange currently has a partial cloverleaf spread-diamond configuration. The off-ramp intersections are controlled by stop signs for ramp traffic. The bridge connector consists of two spans at 71 feet. The minimum vertical clearance of the bridge is 15 feet, 4 inches; the horizontal clearance is 54 feet, 5 inches.

Traffic Volumes and Level of Service

A traffic analysis was performed for the project and is discussed in the air quality report completed in March 2023. Traffic volumes and quality of traffic flow were used to evaluate highway operations and related congestion issues.

Traffic volume is identified as the annual average daily traffic count. Annual average daily traffic count is the average number of vehicles that pass a given point within a 24-hour period. The quality of traffic flow is identified as level of service. Level of service ranges from A to F, with level of service “A” representing free-flowing traffic, and level of service “F” representing gridlock

and stop-and-go conditions. The results for existing traffic conditions (2022) at the following locations are detailed below.

- Chowchilla State Route 99, existing year 2022. Average annual daily traffic volume is 47,500 vehicles, and truck average annual daily traffic volume is 9,975. Trucks make up 21 percent of the traffic volume.
- Chowchilla State Route 233, existing year 2022. Average annual daily traffic volume is 13,400 vehicles, and truck average annual daily traffic volume is 2,814. Trucks make up 8 percent of the traffic volume.
- Southbound State Route 99/State Route 233 ramps, existing year 2022. Traffic volume for morning hours is 1,464 vehicles, and the evening hours traffic volume is 1,387 vehicles. The level of service in this location is D for morning and evening hours.
- Northbound State Route 99/State Route 233 ramps, existing year 2022. Traffic volume for morning hours is 1,242 vehicles, and evening hours traffic volume is 1,176 vehicles. The level of service in this location is F for the morning hours and E for the evening hours.
- The southbound and northbound off-ramps with one-way stop control operated at level of service ranging from D to level of service F and E (congested conditions) respectfully, during peak travel hours. This overall decline will continue as the City of Chowchilla approves residential and commercial development east of the interchange.

Public Transportation, Bike Lanes and Pedestrian Facilities

The City of Chowchilla operates a local curb-to-curb, demand-response dial-a-ride bus transit service, commonly called “The City BUS,” in the city limits of Chowchilla through the Chowchilla Area Transit. Depending on scheduling, service is available for work, medical appointments, school, meetings, senior services, shopping, and more. The Chowchilla Area Transit buses are wheelchair-lift equipped. The service operates on weekdays, except on official holidays.

The Madera County Connection transit system provides service along State Route 99 from Madera to State Route 99/State Route 233 in Chowchilla, identified as the Chowchilla Fairmead Madera Route.

Established in 2012, the California Vanpool Authority, known as CalVans, is a Joint Powers Agency made up of many California agencies. CalVans board members are appointed from each member agency. They add vanpools to the public transit options provided to the residents and businesses in the board member’s jurisdiction. The Madera County Transportation Commission and the Fresno Area Council of Governments are members; therefore, vans that begin in, end in or travel through Madera County and Fresno County are eligible to apply for a CalVans vanpool.

There are no bike lanes and pedestrian facilities along State Route 233 and State Route 99 within the project area.

Vehicles Miles Traveled

The Madera 99/233 Interchange Improvement project is considered a capacity-increasing project and requires an induced vehicle miles traveled analysis and evaluation for potential mitigation measures. The Madera County Transportation Commission Regional Travel Demand Model was used for the vehicle miles traveled analysis.

Environmental Consequences

Build Alternative and No-Build Alternative

The Chowchilla Boulevard/State Route 233 intersection would continue to be controlled by signal, and the ramp intersections currently controlled by stop signs would be replaced with roundabouts under the build alternative. Traffic conditions and level of service for the opening year (2027) and the future year (2047) are detailed below in Tables 2.1, 2.2 and 2.3. Traffic volumes are defined as number of vehicles.

Table 2.1 Traffic Volumes for the Build and No-Build Alternatives

Location Build and No-Build	Existing Year 2022 Morning Traffic Volumes	Existing Year 2022 Evening Traffic Volumes	Open Year 2027 Morning Traffic Volumes	Open Year 2027 Evening Traffic Volumes	Design Year 2047 Morning Traffic Volumes	Design Year 2047 Evening Traffic Volumes
Chowchilla Boulevard/State Route 233	1,634	1,555	1,943	1,845	2,925	3,220
Southbound State Route 99/State Route 233	1,464	1,387	935	799	2,840	3,105
Northbound State Route 99/State Route 233	1,242	1,176	1,605	1,474	2,865	3,470

Source: Air Quality Report March 2023

Traffic volumes for both morning and evening hours increase from year 2022 to 2027 and 2047 at the Chowchilla Boulevard/State Route 233 and northbound State Route 99/State Route 233 locations under the build and no-build alternatives.

Table 2.2 Level of Service for the Build Alternative

Location	Existing Year 2022 Level of Service Morning	Existing Year 2022 Level of Service Evening	Open Year 2027 Level of Service Morning	Open Year 2027 Level of Service Evening	Design Year 2047 Level of Service Morning	Design Year 2047 Level of Service Evening
Chowchilla Boulevard/State Route 233	B	C	B	B	C	C
Southbound State Route 99/State Route 233 ramps	D	D	A	B	A	B
Northbound State Route 99/State Route ramps	F	E	A	A	A	B

Source: Air Quality Report March 2023

The level of service for years 2027 and 2047 decline to a level of service F under the no-build alternative for northbound and southbound State Route 99/State Route 233 ramp locations. The level of service for 2027 and 2047 at the northbound and southbound State Route 99/State Route 233 ramp locations improves to A and B with construction of the roundabouts. Roundabouts generally provide traffic calming, resulting in reduced speeds, reduced vehicle idling and improved traffic flow. Even with the increase in traffic volumes from 2022 to 2047 (see Table 2.1), level of service improved considerably with construction of the project (see Tables 2.2 and 2.3).

Table 2.3 Level of Service for the No-Build Alternative

Location	Existing Year 2022 Level of Service Morning	Existing Year 2022 Level of Service Evening	Open Year 2027 Level of Service Morning	Open Year 2027 Level of Service Evening	Design Year 2047 Level of Service Morning	Design Year 2047 Level of Service Evening
Chowchilla Boulevard/State Route 233	B	C	B	C	C	C
Southbound State Route 99/State Route 233 ramps	D	D	F	F	F	F
Northbound State Route 99/State Route 233 ramps	F	E	F	F	F	F

Source: Air Quality Report March 2023

The Madera County Transportation Commission Travel Demand Model estimates the following values of induced vehicle miles traveled for the project alternative: 252 vehicle miles traveled daily and 91,867 vehicle miles traveled annually. The vehicle miles traveled estimated for the build alternative would be slightly higher than that for the no-build alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. Vehicle miles traveled equals

the annual average daily traffic multiplied by miles length of project multiplied by 365 days.

Night work during construction is expected for this project due to existing traffic conditions and potential lane closures. Intermittent traffic detours are anticipated for building the westbound State Route 233 bridge. Temporary lane closures may be necessary for small sections of the project.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

A traffic management plan will be developed to minimize delays and maximize safety for motorists. The traffic management plan may include, but is not limited to, the following:

- Release of information through brochures and mailers, press releases, and advertisements managed by the public information office.
- Use of fixed and portable changeable message signs.
- Incident management through the Construction Zone Enhancement Enforcement Program and the transportation management center.

During construction, a flagger will be present on either side of the construction work zone to control the flow of traffic, intermittently with one direction closed and the other direction open to traffic. When construction work is being done along the eastbound section of the roadway, the traffic flow will be in the westbound direction and vice versa.

Class II bike lanes and sidewalks will be constructed for this project.

Vehicles Miles Traveled

Based on the Madera County Transportation Commission Travel Demand Model, the project will increase vehicle miles traveled by 91,867. Vehicle miles traveled mitigation can be achieved through modification of the project to reduce the amount of vehicle miles traveled generated or by providing transportation improvements via on-system or off-system measures.

On-system mitigation measures are measures that can be implemented within the Caltrans right-of-way. On-system mitigation may include mitigation within or outside the initial project limits of any given capacity-increasing project. Caltrans, as owner and operator of the state highway system and associated right-of-way, exercises more direct authority over on-system measures as opposed to off-system measures. However, on-site mitigation can be very limited in reducing the amount of vehicle miles traveled. For example, bike lanes or walking paths could be added to the project scope, but the benefit to vehicle miles traveled reduction may be almost zero at the project level.

Off-system mitigation, outside Caltrans' right-of-way, requires cooperation with those jurisdictions that have influence over land use and transportation systems outside of Caltrans' direct control. The Caltrans Division of Transportation Planning recently completed a literature review and assessment of vehicle miles traveled reduction strategies and found that measures that resulted in the largest decreases in vehicle miles traveled are generally off-system and not under Caltrans' direct control. Similarly, the most cost-effective measures identified in the literature review also tended to be outside of Caltrans' direct control (such as transit-oriented development, transportation demand management).

The following are proposed mitigation strategies. After public comment and during final engineering, the final mitigation strategies would be incorporated into the project using cooperative agreements with local partners. The cooperative agreements would be finalized before project construction.

City of Chowchilla Vanpool Program

Caltrans in coordination with City of Chowchilla would work with CalVans to provide funding in the amount of \$360,000 to subsidize the addition of one vanpool to the existing CalVans program for a 20-year period. The proposed vanpool would carry passengers to and from the State Route 99/Herndon Avenue junction in Fresno County to Valley State Prison and the Central California Women's Facility. Assumptions include those 10 passengers (driver not included) would use the 15-passenger van, which would result in an average annual vehicle miles traveled reduction of 172,800.

The City of Chowchilla would manage the mitigation funding and be responsible for distributing funds to CalVans. CalVans would apply the monthly subsidy toward the cost of the vanpool. CalVans indicated there is capacity for more ridership. CalVans would be responsible for all logistics with regard to coordination and tracking names, number of riders, and miles traveled. Ridership data would be made available.

State Route 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan (Active Transportation Alternative 6: Two-Way Bike Track)

A mitigation proposal to fund an active transportation element identified as Alternative 6 in the State Route 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan is under consideration. If determined feasible, the mitigation funding would go to an existing project (Chowchilla Capital Maintenance project, EA 06-0W860), and the construction of the two-way bike track would be added to the scope. The cost to fully fund the construction of a Two-Way Bike Track would be about \$4,000,000; without this additional funding, the Chowchilla Capital Maintenance project would not include the additional scope of work.

Assumptions include that the Two-Way Bike Track feature would result in an average annual vehicle miles traveled reduction of 24,933.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required for the no-build alternative.

2.1.18 Tribal Cultural Resources

Considering the information in the Supplemental Historic Property Survey Report dated December 12, 2022, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Considering the information in the City of Chowchilla General Plan 2040—Public Facilities and Services Element accessed on September 29, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

a) Affected Environment

Three utility companies operate within the project limits: Pacific Gas and Electric Company, Southern California Gas, and American Telephone and Telegraph. The affected utilities include but are not limited to electricity, gas, water, fiber optics and telephone.

Chowchilla Irrigation District has jurisdiction within the area, and its nearest facility would be Ash Slough. Chowchilla Public Works is responsible for water and sewer service, and storm water management.

Environmental Consequences

Utilities within the project area would have to be relocated under the build alternative. Electricity, gas, water, and fiber optics would be relocated within or adjacent to the project limits.

Existing Pacific Gas and Electric power poles within the project site will have to be relocated, which will require easements outside the right-of-way. In addition, existing underground electrical and telephone facilities cross State Route 99 north of the existing State Route 233 overcrossing. These underground lines may conflict with the abutments of the proposed overcrossing. If the line conflicts with the new overcrossing, they will have to be relocated through the structure. Caltrans would work with the affected companies to determine where the utilities would be relocated.

Utility relocation would not occur under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

The utility companies would do all utility relocation work prior to construction of the build alternative. Utility users would be informed of the date and time in advance of any service disruptions.

Utility relocation will not be required under the no-build alternative.

2.1.20 Wildfire

Considering the information in the Fire Hazard Severity Zone Maps accessed September 26, 2022, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

a) Affected Environment

Biology

Two natural communities—Annual Grassland and Valley Foothill Riparian—were identified within the project area.

Six common wildlife species were found during field surveys in 2020: Six common wildlife species were found during field surveys in 2020: California scrub jay (*Aphelocoma californica*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), Anna’s hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*) and killdear (*Charadrius vociferous*). Botta’s pocket gopher (*Thomomys bottae*) and the California ground squirrel (*Otospermophilus beecheyi*) were also present in the portion of the project area north of State Route 233, based on the presence of their burrows. Two raptors—red-tailed hawk (*Buteo jamaicensis*) and red-shouldered hawk (*Buteo lineatus*)—were overflying the project area.

Nine stick nests were found within the project area, but none were occupied during the time of the survey. Two red-tailed hawks were seen sitting in and overflying a nest, indicating that it was a potentially active nest.

Special-status wildlife species that could potentially be present are the western spadefoot toad (*Spea hammondi*), western pond turtle (*Emys marmorata*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), Swainson's hawk, northern harrier (*Circus cyaneus*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis mutica*). Habitat that could support the hoary bat and Yuma myotis (*Myotis yumanensis*) occurs within the area.

Environmental Consequences

Build Alternative

Biology

Project construction activities would result in permanent and temporary impacts to riparian habitat in the project area. Approximately 0.06 acre of riparian habitat will be permanently impacted.

Potential impacts to special-status wildlife species may include direct mortality to individuals from vehicle strikes, ground disturbance, emergent vegetation or other riparian vegetation removal, habitat loss, and poisoning. Potential indirect impacts may include degradation of breeding habitat, change in water quality due to runoff from construction, and loss of shelter resulting into increased predation, exposure, or stress.

Impacts are not expected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Aesthetics

The following measures to offset visual impacts are recommended for the project:

- Minimize tree removal. Remove only those trees and shrubs required for the construction of the new roadway facilities. Avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems.
- Provide replacement planting.
- Add aesthetic elements to the overcrossing bridge structures to provide color, texture, and visual interest to the landscape.
- Add aesthetic paving to roundabouts, sidewalks, and median islands to provide color, texture, and visual interest to the landscape.

Biology

- Caltrans and the contractor will follow Best Management Practices during construction. Standard measures discussed in Section 2.1.4 Biological Resources and conservation measures would be implemented.
- Exclusion fencing should be placed around the perimeters of the project footprint that are within, or nearest to, the riparian corridors.
- A biological monitor should oversee all clearing and grubbing activities to ensure that impacts to riparian habitat are avoided and/or minimized.
- California Department of Fish and Wildlife regulatory authority encompasses the riparian habitat, as well as bed and bank of all water features. A Streambed Alteration Agreement should be procured from California Department of Fish and Wildlife prior to initiating ground disturbance activities.
- Replacement planting would be done after construction is completed. Plant type and planting ratio would be determined before construction starts. Annual monitoring will be scheduled to ensure that revegetation is successful.
- Land use development consistent with the general plans, and Sustainable Communities Strategy and greenhouse gas reduction policies set forth by the Madera County Transportation Commission and City of Chowchilla 2040 General Plan would help to lessen the effects of cumulative impacts on air quality.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required under the no-build alternative.

b) Affected Environment

Cumulative impacts identified for the project are those impacts that result from past, present, and reasonably foreseeable future actions occurring in the project area. This section includes a discussion of past, current, and reasonably foreseeable future projects, including highway projects and approved development, considered for cumulative impact analysis. Projects next to and near the project were identified through the City of Chowchilla 2040 General Plan and Caltrans District 6.

Existing and Future Land Development

Existing commercial business established near the project area include locally owned restaurants and retail businesses, national chain hotels, restaurants and gas stations/convenience and large-chain retail stores.

The Rancho Calera Specific Plan Area is in the northeastern portion of the current city limits and has been planned as part of a previous Greenhills Estates and Golf Club Specific Plan. The planned Rancho Calera development is north of Robertson Boulevard and east of State Route 99 and is adjacent to the proposed project.

The Rancho Calera Specific Plan is a proposed 576-acre master plan project that includes residential, commercial, and public land uses. It also includes two human-made lakes and an open space corridor along Ash Slough, neighborhood parks, a community park, an elementary school, and a public safety center. The Rancho Calera Specific Plan Area is northeast of the State Route 99/East Robertson Boulevard interchange, directly south of Ash Slough and north of East Robertson Boulevard and the Greenhills Estates and Pheasant Run Golf Course. The western boundary is formed by State Route 99, and the eastern boundary is formed by Chowchilla's easterly most city limits. Implementation of the Rancho Calera Specific Plan could result in the construction of up to 2,042 residential units and approximately 945,000 square feet of commercial building space.

The Greenhills Estates and Golf Club Specific Plan was adopted by the City of Chowchilla in 1990. Since its adoption in 1990, implementation of the Greenhills Estates and Golf Club Specific Plan has been limited to the area south of East Robertson Boulevard and has included the construction of a private golf course and country club, gated residential neighborhoods consisting of no more than 1,800 single- and multi-family units, and a retail commercial center. The Rancho Calera Specific Plan would expand and substitute the northern portion (approximately 440 acres) of the 1,115-acre Greenhills Estates and Golf Club Specific Plan.

Transportation Projects

An overcrossing at State Route 99 near Ash Slough (Penny Lane) will be required to relieve traffic congestion at the State Route 99/Robertson Boulevard interchange. Improvements to the State Route 99/Robertson Boulevard interchange are also mentioned in the 2040 City of Chowchilla General Plan.

The 2021 Madera County Federal Transportation Improvement Project identified a City of Chowchilla alley pavement project for Robertson Boulevard/Kings Avenue and Robertson Boulevard/Trinity Avenue.

Caltrans projects for the area include the following:

- A two-lane addition on State Route 99 in Madera County from post mile 7.5 to post mile 15.1. Construction was completed in 2022.
- A proposed two-lane addition on State Route 99 in Madera County from post mile 15 to post mile 19. Project to begin once funding is available.

- A bridge deck rehabilitation project on State Route 99 and State Route 152 at post mile 24.78 in Madera County. Construction was completed in 2022.
- A Clean California Corridor Enhancement project on State Route 99 in Madera County from post mile 10.54 to post mile 10.7. Project not yet in construction.
- A roadway pavement overlay project on State Route 99 in Fresno and Madera counties from post mile 30.2 to post mile 1.0. Construction was completed in 2022.

Environmental Consequences

Build Alternative

This section discusses the direct and indirect impacts on each resource that could occur due to the proposed project when combined with other projects described in the affected environment section. These resources include aesthetics, land use, and biological resources.

Project construction activities for the Madera State Route 99/State Route 233 interchange improvement project would potentially result in up to 0.06 acre of permanent impacts to riparian habitat in the project area. The greatest change in the visual environment is the removal of 56 eucalyptus trees and the construction of two roundabouts. With the removal of the trees, there is a loss of large-scale elements that help blend the bridge structures into the environment. Approximately 4.1 acres will be converted from vacant land and commercial uses to transportation use. That includes eight partial property acquisitions. The partial acquisitions will not displace people or personal property.

Farmland, aesthetics, land use and biological resources were affected by the Caltrans projects mentioned in the previous section.

Development proposals have been planned for more than 20 years in the City of Chowchilla. Multiple plans and policies govern land use decisions in the project area. The Rancho Calera Specific Plan is a 576-acre master plan project on vacant land near the project area that includes residential, commercial, and public land uses, with up to 2,042 residential units and approximately 945,000 square feet of commercial building space. According to a CEQAnet search, potential impacts include aesthetics, farmland, air quality, special-status species habitat, wetland and riparian habitat, cultural resources, water quality, and public services to include sewer, solid waste and utilities. The project will contribute to future traffic along the State Route 99/State Route 233 interchange.

The project area is expected to grow and develop, with or without the project. By 2040, Chowchilla is projected to have a population of 27,837. The projected population is based on growth in cities that will bring Chowchilla from about 7.4 percent in 2009 to 8.67 percent in 2016, and to about 16.3

percent of Madera County's total population in 2040. The project aims to accommodate the expected growth by providing improved operations along State Route 233 and State Route 99, and providing an access road to the proposed development, but it does not influence growth in the study area. Cumulative impacts are considered negligible under the Madera State Route 99/State Route 233 Interchange Improvement project.

No-Build Alternative

Cumulative impacts are not expected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Caltrans projects include minimization measures for land use conversions, by incorporating a design that would require the smallest possible project footprint necessary to improve safety and operations.

Conducting pre-construction surveys, onsite biological monitoring, and establishing Environmentally Sensitive Areas within the project limits would be implemented as needed. The project will remove only those trees and shrubs required for the construction of the new roadway facilities. The project will avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems. Included will be replacement planting and the addition of aesthetic elements to provide color, texture, and visual interest to the landscape.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required under the no-build alternative.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

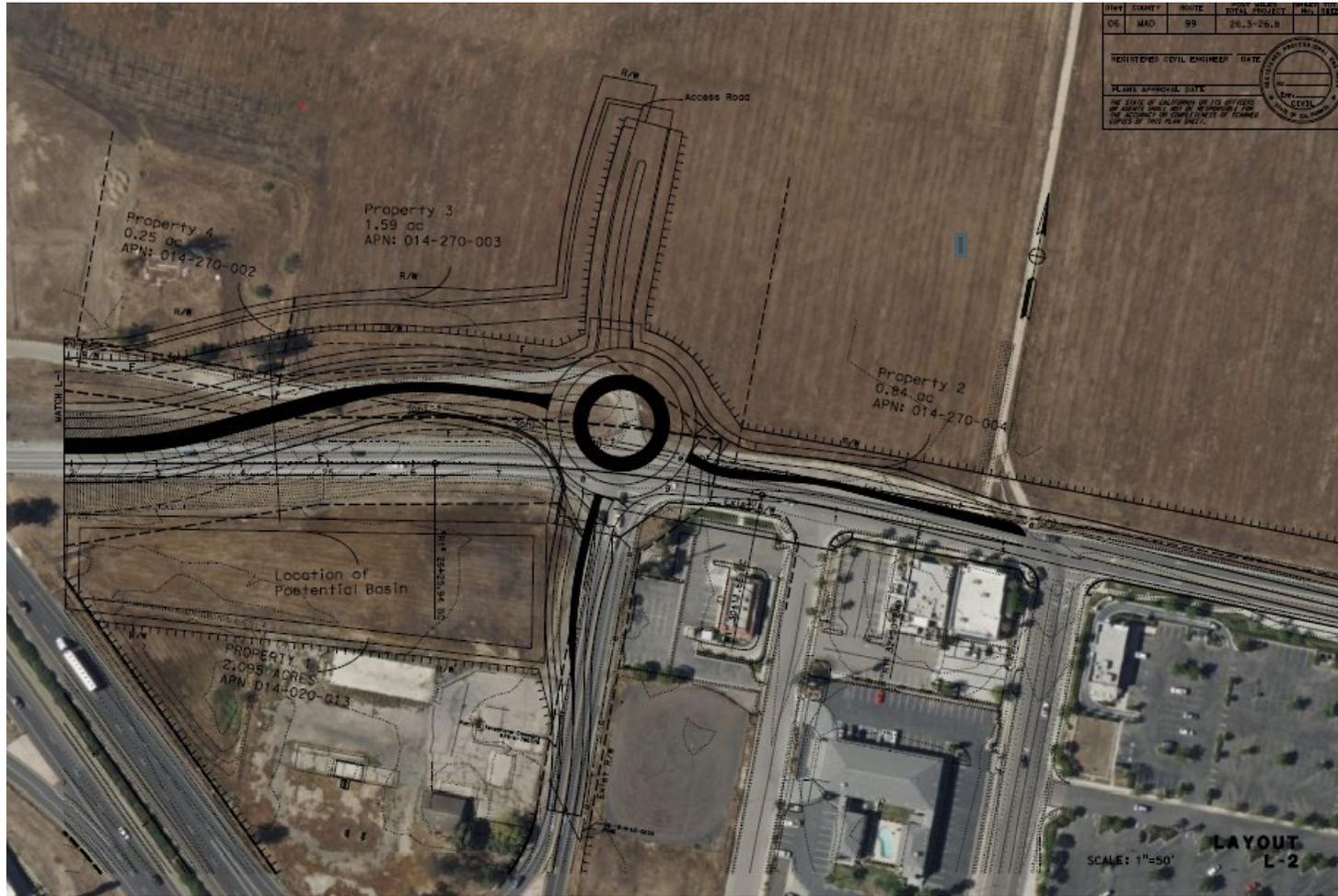
To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

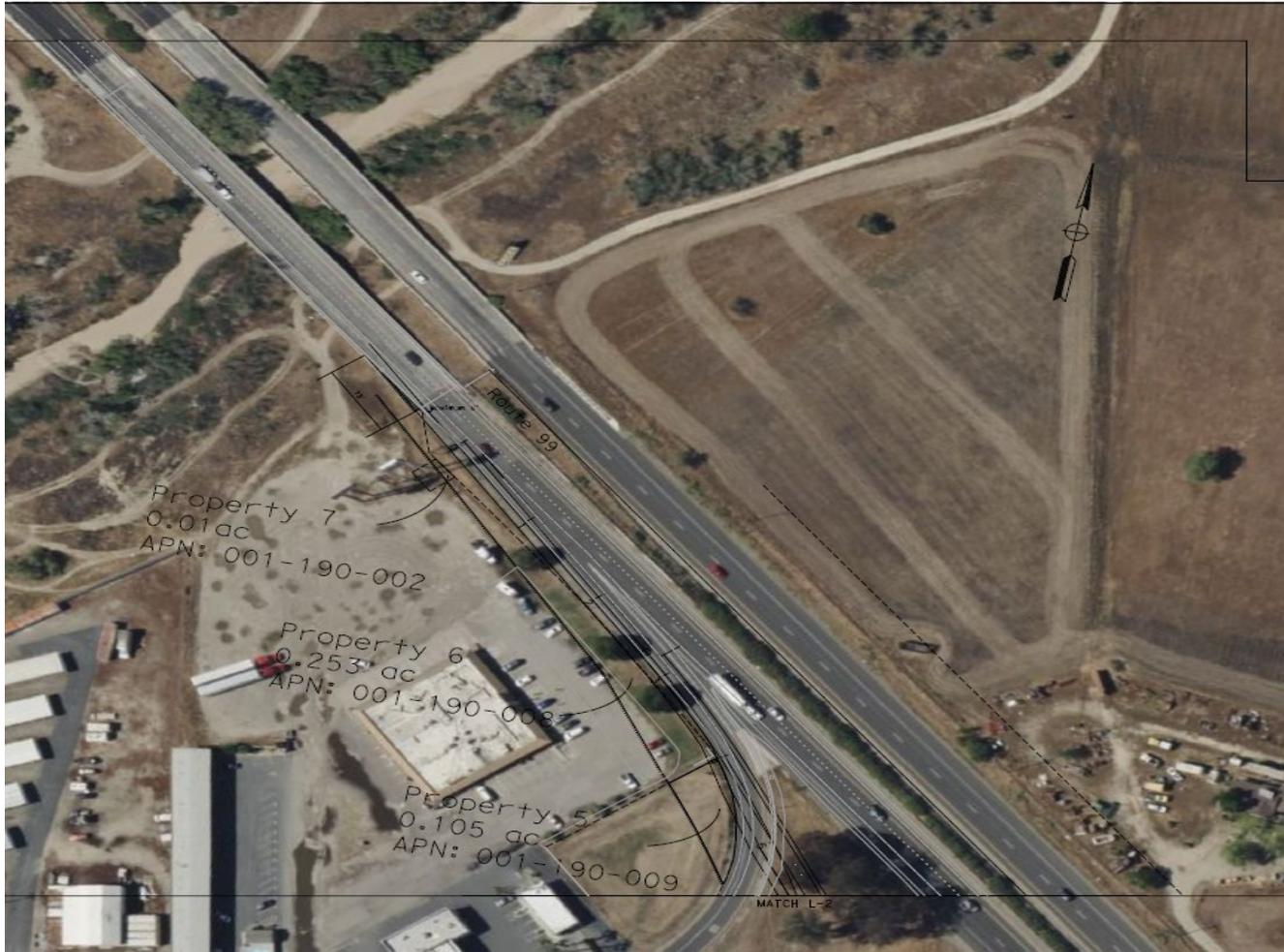
TONY TAVARES
 Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Appendix B Project Mapping







Appendix C Comments and Responses

This appendix has been added since the draft environmental document was circulated.

A public notice for the project was published in English and Spanish in *The Madera Tribune* on April 29, 2023. The notice stated the public comment period ran from April 28, 2023 to May 29, 2023, and offered the public an opportunity to request a virtual open house. There were no requests for a virtual open house during the public comment period.

A profile search of the CEQAnet database for the Madera 99/233 Interchange Improvement Project was conducted on June 7, 2023. The profile search did not show any comments received through the State Clearinghouse during the review period.

The following pages contain the comments received on the project during the public comment period. Caltrans responses follow each comment.

Comments from Sunita Sagar

Phone call to Javier Almaguer, Senior Environmental Scientist Supervisor from Sunita Sagar. The phone call was noted in an email on May 11, 2023.

Commentor Sunita Sagar asked about proposed development in the area and access to Prosperity Avenue off of Robertson Avenue (State Route 233).

Caltrans Response to Comments from Sunita Sagar

Caltrans Senior Environmental Scientist Supervisor Javier Almaguer directed Sunita Sagar to the Caltrans website where the draft environmental document could be accessed. Using the environmental document, Javier Almaguer explained that the project would not impact access to her property and showed her where to find information about planned development in the area.

Comments from Hardt Mason Law

Email from Hardt Mason Law on behalf of Rancho Calera LLC, May 26, 2023.

Comment 1: As counsel to and on behalf of Rancho Calera, LLC, this email is being sent in response to the recently circulated Madera 99/233 Chowchilla Interchange Improvement Initial Study with Proposed Mitigated Negative Declaration (IS/MND). As stated in the IS/MND, Rancho Calera is a master planned community immediately north and adjacent to the proposed roundabout at the northbound Highway 99 and 233/Robertson Blvd. interchange (Northbound Interchange). The Rancho Calera master planned community includes the construction of up to 2,042 residential units and 308,405 square feet of commercial uses. The larger of the two commercial centers is located immediately north of the Northbound Interchange, access to which would be, as shown in the IS/MND, from the northern leg of the Northbound Interchange.

Rancho Calera supports construction of the Northbound Interchange, as well as the remainder of the project identified in the IS/MND. Not only will the proposed improvements improve the safety at the Northbound Interchange and the southbound Highway 99 and 233/Robertson Blvd. interchange, but it will significantly improve the opportunity for the City of Chowchilla to grow and meet the housing and commercial demands of the larger community. Additionally, it will serve to improve pedestrian and bicycle traffic, which is a significant component of the Rancho Calera project.

Comment 2: Please reach out to me and Glenn Pace, the Rancho Calera manager (copied hereon), at your earliest convenience to discuss the property related impacts associated with construction of the Northbound Interchange and the interaction between construction of these improvements

and development of the Rancho Calera master planned community. We look forward to working with you on this project.

Caltrans Responses to Comments from Hardt Mason Law

Response 1: Thank you for your support of the Madera 99/233 Interchange Improvement Project. The project will improve operations at the interchange and provide multimodal accessibility/connectivity by adding safe bicycle and pedestrian access to the businesses and services in the area.

Response 2: Details regarding construction staging have not yet been developed. This will occur during the Plans, Specifications and Estimate phase over the next year or so. Please contact Mike Day, Caltrans Project Manager, for construction-related information.

Comments from Marven E. Norman

Email from Marven E. Norman dated May 30, 2023

California Department of Transportation, District 6 Environmental Division

Attn: Javier Almaguer, Senior Environmental Scientist

2015 East Shields Avenue, Suite 100

Fresno, CA 93726

Submitted via email to Javier.Almaguer@dot.ca.gov.

Re: Madera 99/233 Chowchilla Interchange Improvement Initial Study/Mitigated Negative Declaration (SCH #2023040741)

Dear Javier Almaguer,

Comment 1: I am writing in response to the IS/MND which was prepared for the Madera 99/233 Chowchilla Interchange Improvement Project which has been proposed. I reviewed the documents made available and while the overall Project does not seem problematic, there are concerns about specific features. Based on the Project description, there would be several multilane entrances/exits for the proposed roundabouts, but I could find no indication that the guidance from NCHRP Report 674: Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities had been incorporated into the design. Thus, it appears that Section 2.1.17 Transportation c) does not accurately account for the impacts which roundabouts have on those who are visually impaired, particularly roundabout entrances/exits which feature multiple lanes.

Comment 2: It is encouraging to see the planned inclusion of a 10-foot sidewalk on the westbound bridge structure as that would be an improvement over the status quo, but it would also be missed opportunity if designed solely as a sidewalk instead of as a Class I facility as undoubtedly, the majority of

bicyclists would seek to use it as well. In addition to being designed as a Class I facility, the connection across the roundabouts needs to be designed for bicycle travel. While the Caltrans documents have lagged the most recent research, Chapter 4: Intersection Design of the MassDOT Separated Bike Lane Planning & Design Guide¹ provides the details of world-class designs which would be ideal for use as part of this Project.

Comment 3: Additionally, while I have not been able to review any documents for the State Route 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan which is mentioned as potential mitigation for VMT increases caused by the Project, the connections at the roundabouts can prove to be either cornerstones or weak links in the corridor in the future so it is important to get it right the first time during construction.

Comment 4: Finally, during construction of the Project, it is important to maintain accessibility for bicyclist and pedestrians. This should include ensuring that a designated space is available for walking and biking at all times and in areas where the potential for bicycle usage on the main roadway remains, then signage warning road users of the presence of bicyclists should not use any "SHARE THE ROAD" signs. Instead, especially where lanes are narrowed, R4-11 BIKES MAY USE FULL LANE signs are the most preferred method of communicating the presence of bicyclists.

Thank you for your time and attention. If there are any questions, please do not hesitate to reach out to have them answered.

Sincerely,

Marven E. Norman

Caltrans Responses to Comments from Marven E. Norman

Response 1: There will be specific features of the roundabout that will facilitate the crossing of visually impaired pedestrians through the roundabouts as referenced in NCHRP Report 674. Although the design plans are currently preliminary, the project proposes the following: flashing beacons and signage to alert motorists of pedestrians; the inclusion of speed limits for traffic calming, which will be established by our Traffic Engineering department during the Plans, Specifications, and Estimate phase; the inclusion of median islands, to provide refuge for pedestrians and a two-stage crossing as referenced in NCHRP Report 674. HAWK signals and a raised crosswalk discussion would occur during the project Plans, Specifications and Estimate phase.

Response 2: The sidewalk you refer to in your comment is intended to be designed as a shared-use path. According to index 405.10 of the Caltrans Highway Design Manual, the shared-use path "will serve both pedestrians

and those bicyclists who are not comfortable taking the lane to proceed through the roundabout.” To simplify pedestrian and bicycle traffic flow patterns, the shared-use path will be continuous between the roundabouts in the westbound direction. A separate Class II bike lane is currently proposed on the existing State Route 233 alignment to accommodate bicyclists going in the eastbound direction.

Class I bikeways are facilities that have exclusive right-of-way, with cross flows by vehicles minimized. Class I bikeways have specific space requirements, which include added cost to the project for widening the bridge and roadway.

Response 3: Your comment regarding potential vehicle miles traveled (VMT) mitigation and connections at roundabouts is noted. Caltrans functional units from Right of Way, Design, Traffic, Planning, Hydraulics, Project Management and Environmental, along with staff from the City of Chowchilla and Madera County, worked together to develop a project that will meet the present and future needs of the area.

Response 4: Your comment regarding signage, and pedestrian and bike access during construction is noted. In the Plans, Specifications and Estimate phase of the project, Caltrans Traffic Operations, Traffic Safety and Design functional units will collaborate on the types of signs needed for the project.

The Caltrans Design unit will coordinate with Caltrans Construction and Traffic functional units during the Plans, Specifications and Estimate phase to ensure accessibility is maintained for bicyclists and pedestrians along the corridor.

List of Technical Studies Bound Separately (Volume 2)

Draft Relocation Statement

Air Quality Report

Noise Study Report

Water Quality Report

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

To obtain a copy of one or more of these technical studies/reports or the Initial Study, write to:

Javier Almaguer
 District 6 Environmental Division
 California Department of Transportation
 2015 East Shields Avenue, Suite 100, Fresno, CA 93726

Or send your request via email to: Javier.almaguer@dot.ca.gov

Or call: 559-287-9320

Please provide the following information in your request:

Project title: Madera 99/233 Chowchilla Interchange Improvement Project

General location information: State Route 99/State Route 233 Interchange in Chowchilla in Madera County

District number-county code-route-post mile: 06-Madera-99/233-26.3-26.8

EA/Project ID number: 06-0P910/0612000307



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Madera 99/233 Interchange Improvement Project

DIST-CO-RTE: 06-MAD-99/233

PM/PM: 26.3/26.8

EA: 06-0P910

Federal-Aid Project Number: Not Applicable

Project Description

The project proposes to make operational improvements at the State Route 99/233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. The existing State Route 233 bridge over State Route 99 will remain in place to accommodate eastbound traffic. A new bridge will be constructed for westbound traffic. A 10-foot-wide sidewalk will be placed on along the westbound lanes. Other work includes widening of Ash Slough bridge on State Route 99, drainage improvements and access road construction. New right of way will be required for the project.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name	Signature	Date
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Project Manager

Print Name	Signature	Date
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CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Item 10-10-A.

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(26)
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Javier Almaguer
Print Name
Signature
Date 6/14/23

Project Manager/ DLA Engineer

Mike Day
Print Name
Signature
Date 6/14/23

Date of Categorical Exclusion Checklist completion (if applicable): 5/30/23
Date of Environmental Commitment Record or equivalent: 6/9/23

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Item 10-10-A.

Continuation sheet:



Environmental Commitments Record (ECR)

DIST.CO.RTE:06 - MAD - 089 PM/PM: 26.300/26.800 EAP/Project ID: 06-0P910_ / 0612000307

Project Description: Interchange Improvement

Date (Last modification):

Environmental Planner: Kay Goshgarian

Construction Liaison:

Resident Engineer:

Phone: 559-401-9925

Phone:

Phone:

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1800	California Department of Fish & Wildlife						
208	Central Valley Flood Protection Board (CVFPB)						
2081 - Incidental Take Permit	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board						
404 Nationwide Verification	US Army Corps of Engineers						
CEQA Review	California Department of Fish & Wildlife						
Letter of Concurrence (FWS)	US Fish and Wildlife	1/6/23	3/10/23				
NOI/NOT (Stormwater)	State Water Quality Board						

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE/RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	A Dust Control Plan 14-9.04 is required since total disturbed acreage is estimated at 14.84 acres.		NSSP	air quality						
Hazardous Waste	standard special provision 14-11.14 for treated wood waste	Env Doc	SSP	haz waste						
Hazardous Waste	Standard Special Provision 38-4 for work involving residue	Env Doc	SSP	Haz Waste						



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Item 10-10-A.

Environmental Commitments Record for MAD 99/233 Chowchilla Interchange

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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from grinding and cold-planing that contains lead from paint and thermoplastic.

Hazardous Waste Standard Special Provision 94-9.03C and/or Standard Special Provision 14-11.1.2, respectively for the removal of white and/or yellow striping/paint/markings separate from roadway grindings in the bid package for construction

SSP Env Doc haz waste

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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Biology A WEAT will be provided to all construction personnel, including contractors, subcontractors, and contractors' representatives, covering the special status species with potential to be onsite.

Letter of Concurrence Biology

Biology Pre-construction survey for MTBA

Env Doc City of Chowchilla Conduct survey

Biology Staging areas will be surveyed and "cleared" by a qualified biologist prior to start of construction

Letter of Concurrence Biology

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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Biology A qualified biologist will be available on-call throughout construction to increase a kit fox is observed on-site or near.

Letter of Concurrence Biology

Biology All construction pipes or similar structures with a diameter of 4 inches or greater that are stored overnight on site, will be inspected thoroughly for kit fox before being used.

Letter of Concurrence Construction Contractor

Biology All equipment and vehicles must be properly maintained and cleaned prior to bringing them onsite

Env Doc Contractor

Biology Any fill material used will be free of noxious weed materials

Env Doc Contractor

Biology Any holes, pits, trenches, etc. more than 1 foot deep will either be covered at the end of the work day or be provided an escape ramp constructed of earth fill or planks. Before any such openings are filled, they will be inspected for trapped wildlife. If wildlife is found, work will stop immediately, and the Caltrans Biologist will be contacted.

Letter of Concurrence Construction

Biology Any known dens will be protected by a 100 foot no work buffer. Natal dens will be avoided by a 200 foot no work buffer.

Letter of Concurrence Biology



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Item 10-10-A.

Environmental Commitments Record for MAD 99233 Chowchilla Interchange

Category	Task and Brief Description	Source	Included in S&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Any S.J.W.F observed onsite, will be allowed to live of its own volition.	Letter of Concurrence		Biology						
Biology	Disturbance to any known or natal S.J.W.F den will be avoided. Potential dens will have a 60 foot no work buffer.	Letter of Concurrence		Biology						
Biology	Erosion control free of noxious weed materials will be used	Env. Doc		Contractor						
Biology	The use of temporary artificial lighting will be limited where necessary. Any artificial lighting will be confined to the construction areas and directed away from sensitive habitat.	Letter of Concurrence		Construction						

06-MAD-099, PM: 26.3/26.8
EA: 06-0P9100

Long Form - Stormwater Data Report
January 2023



Dist-County-Route: 06-Mad-99
Post Mile Limits: 26.3/26.8
Type of Work: Mad 99/233 Chowchilla Interchange
Project ID (EA): 0612000307 (06-0P9100)
Program Identification: 400.100
Phase: PID PA/ED PS&E

Regional Water Quality Control Board(s): Central Valley Region (5-F)
Total Disturbed Soil Area: 14.84 acres PCTA: 7.31 acres
Alternative Compliance (acres): NA ATA 2 (50% Rule)? Yes No
Estimated Const. Start Date: 12/17/2025 Estimated Const. Completion Date: 09/27/2027
Risk Level: RL 1 RL 2 RL 3 WPCP Other: _____
Is MWELo applicable? Yes No
Is the Project within a TMDL watershed? Yes No
TMDL Compliance Units (acres): NA
Notification of ADL reuse (if yes, provide date): Yes Date: _____ No

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

Johnny Reyes 1/17/23
Johnny Reyes, Registered Project Engineer Date

I concur with the Construction water pollution control strategy and selected temporary BMPs in this report:
Sarbjit Deol 01/30/2023
Sarbjit Deol, District Construction SW Coordinator Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:
Mike Day 2/6/23
Mike Day, Project Manager Date

Rene Sanchez 2/6/23
Rene Sanchez, Designated Maintenance Representative Date

Brad Cole 2/9/23
Brad Cole, Designated Landscape Architect Representative Date

[Stamp Required at PS&E only]

Mazin Al Ali 02/10/2023
Mazin Al-Ali, Regional SW Coordinator or Designee Date

Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-MAD-99-26.3/26.8

Madera 99/233 Chowchilla Interchange Improvement

PROJECT/EA NO: 0612000307/0P910

January 4, 2023

Prepared For: ARTHUR RAMIREZ, Branch Chief
Office of D6 Design, Branch M

Prepared By: BRINDER BASSI

Concurred By:

Approved By:


ISIDRO PEREZ
District 6 – District Traffic Manager


BRINDER BASSI
District 6 – TMP Assistant Manager

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of D6 Design, Branch M dated December 16, 2022.

Attached is the TMP Data Sheet for the above referenced project. Per Deputy Directive 60-R2, TMP must be considered at the early stage of all projects and activities performed on the State Highway System. The following items shall be included in the project initiation document (PID) and/or Project Report(PR):

- 1) The TMP Data Sheet shall be attached.
- 2) Any costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet shall be included.
- 3) The following statements shall be included:
“Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan Data Sheet (TMP Data Sheet). Costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in this documents estimate.”

“A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts, but yet early enough to make design changes/additions required for traffic mitigation.”

“Lane requirement charts and detailed TMP will be provided during PS&E stage.”

“Lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes. Nighttime work outside peak hours is anticipated for this project.”

If you have any questions, please feel free to contact Isidro Perez at 559-383-5246 or Brinder Bassi at 559-383-5182.

Attachments:

- TMP Data Sheet

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RTE	MAD	99	PM	26.3/26.8	PROJ. NO.	0612000307
					EA. NO.	0P910
PROJECT NAME	Madera 99/233 Chowchilla Interchange Improvement					
PROJECT LIMIT	2.6 miles north of Avenue 24 Overcrossing to 1.3 miles south of Le Grande Avenue Overcrossing					
PROJECT DESCRIPTION	Modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla					

A) The project includes the following:
(Check all that applicable type of facility closures.)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Highway or Freeway Lanes | <input checked="" type="checkbox"/> Freeway Off-ramps |
| <input checked="" type="checkbox"/> Highway or Freeway Shoulders | <input checked="" type="checkbox"/> Freeway On-ramps |
| <input checked="" type="checkbox"/> Freeway Connectors | <input checked="" type="checkbox"/> Local Streets |
| <input type="checkbox"/> Full/Complete Freeway/Highway Closure | |

B) Are there any construction strategies that can restore existing number of lanes?
 No Yes (Check all applicable strategies.)

- | | | |
|--|------------------------------|---|
| <input type="checkbox"/> Temporary Roadway Widening Structure Involvement? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No (If yes, notify Project Manager) |
| <input type="checkbox"/> Lane Restriping (Temporary narrow lane widths) | | |
| <input type="checkbox"/> Roadway Realignment (Detour around work area) | | |
| <input type="checkbox"/> Median and/or Right Shoulder Utilization | | |
| <input type="checkbox"/> Use of HOV lane as Temporary Mixed Flow Lane | | |
| <input type="checkbox"/> Staging Alternatives (Explain Below) | | |

C) Calculated Delay
(To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A or on all projects along Interstate 5 and Route 99)

- | | | |
|--|--|-----------|
| 1. Estimated Maximum Individual delay | | minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | | minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation | | minutes |
| 4. Estimate Delay Cost (Most Applicable) | | |
| <input type="checkbox"/> Extended Weekend Closure | | |
| <input type="checkbox"/> Weekly (7 days) | | |
| 5. Estimated Duration of Project Related Delays | | # of Days |
| 6. Cost of Construction Related delays | | |

TMP Estimates based on X-Number of Working Days
 requiring Lane/Shoulder/Ramp/Freeway/Highway Closures: 277 Working Days

Total Working Days to Construct the Project: 329 Working Days

TMP DATASHEET

PAGE 2 OF 2

Item 10-10-A.

Date: **January 4, 2023**
 Branch Chief: *Arthur Ramirez*
 Branch: *M Office of D6 Design*

Cnty/Rte: *MAD 99*
 PM: *26.3/26.8 99*
 Project/EA No: *0612000307 0P910*

D) Preliminary TMP Elements and cost: (Identify all elements and estimated costs that will be used to mitigate congestion resulting from the proposed construction activities.)

<p>1. Public Information (BEES #066063)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Brochures & Mailers <input checked="" type="checkbox"/> Press Release/Media Alerts <input type="checkbox"/> Paid Advertisements <input type="checkbox"/> Public Information Center/Kiosks <input type="checkbox"/> Telephone Hotline <input checked="" type="checkbox"/> Planned Lane Closure Website <input type="checkbox"/> Project Website <input type="checkbox"/> Pubic Meetings <input checked="" type="checkbox"/> Freight Travel Information 	<p>\$4,000</p> <p>\$28,000</p> <p>\$0</p> <p>\$0</p>	<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Two-way Traffic On One Side <input type="checkbox"/> Reversible Lanes <input checked="" type="checkbox"/> Ramp Closure <input checked="" type="checkbox"/> Night Work <input type="checkbox"/> Extended Weekend Work <input type="checkbox"/> Ped/Bicycle Access Improvements <input type="checkbox"/> Maintain Business Access <input type="checkbox"/> C + T Bidding <input type="checkbox"/> Innovative Construction Techniques <input checked="" type="checkbox"/> Coordination w/ Adj. Construction Site <input type="checkbox"/> Speed Limit Reduction <input type="checkbox"/> Traffic Screens 	<p>\$0</p> <p>\$0</p> <p>\$0</p>
<p>2. Motorist Information Strategies</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Traffic Radio Announcements <input type="checkbox"/> Fixed CMS <input checked="" type="checkbox"/> Portable CMS (BEES #128650) <input type="checkbox"/> Temporary Motorist Information Signs <input type="checkbox"/> Ground Mounted Signs (Detour) <input type="checkbox"/> Dynamic Speed Message Sign <input type="checkbox"/> Highway Advisory Radio <input checked="" type="checkbox"/> CT Hwy Infom. Network (CHIN) 	<p>\$0</p> <p>\$98,000</p> <p>\$0</p>	<p>5. Demand Management</p> <ul style="list-style-type: none"> <input type="checkbox"/> HOV Lane/Ramps <input type="checkbox"/> Variable Work Hours <input type="checkbox"/> Telecommuting <input type="checkbox"/> Truck/Heavy Vehicle Restrictions <input type="checkbox"/> Rideshare Promotions <input type="checkbox"/> Ramp Metering <input type="checkbox"/> Transit Incentives <input type="checkbox"/> Shuttle Services <input type="checkbox"/> Ridesharing/Carpooling Incentives <input type="checkbox"/> Park & Ride Promotion 	<p>\$0</p>
<p>3. Incident Management</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Transportation Management Center <input type="checkbox"/> Traffic Management Team (TMT) <input type="checkbox"/> Intelligent Transportation Systems <input type="checkbox"/> Traff. Surveillance (Loop & CCTV) <input type="checkbox"/> Helicopter Surveillance <input type="checkbox"/> Tow/Freeway <input checked="" type="checkbox"/> COZEEP (BEES #066062) 	<p>\$0</p> <p>\$720,000</p>	<p>6. Alternative Route Strategies</p> <ul style="list-style-type: none"> <input type="checkbox"/> Off-site Detours/Use of Alt. Rtes <input type="checkbox"/> Signal Timing/Coord. Improvements <input type="checkbox"/> Temporary Traffic Signals <input type="checkbox"/> Signal Retiming <input type="checkbox"/> Street/Intersection Improvements <input type="checkbox"/> Turn Restrictions <input type="checkbox"/> Parking Restrictions 	<p>\$0</p>
<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Lane Requirement Chart <input checked="" type="checkbox"/> Construction Staging <input checked="" type="checkbox"/> Traffic Handling Plans <input checked="" type="checkbox"/> Full Facility Closures <input checked="" type="checkbox"/> Local Road Closures <input type="checkbox"/> Lane Modifications <input type="checkbox"/> One-Way Reversing Operation 	<p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p>	<p>7. Other Considerations</p> <ul style="list-style-type: none"> <input type="checkbox"/> Application of New Technologies <input type="checkbox"/> Other 	<p>\$0</p>
TOTAL ESTIMATED COST OF TMP			\$850,000

PROJECT NOTES:

1. Current dollar values used. Inflation was not factored into the estimate.
2. There are no noise restrictions / moratoriums for night work.
3. Traffic Control/Maintain Traffic costs was not provided. Please consult with the OE or construction office for this estimate.
4. Portable CMS specified for this project by this estimate is designed for congestion relief as outlined by DD-60.
 Portable CMS required for other purposes should be included under other specifications.
5. COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60.
 COZEEP required for other purposes should be included under other specifications.
6. The TMP is a living document that is subject to change if material changes take place in the final version of the project phase or if changes are required during construction to respond to excessive levels of congestion.
 *The estimated cost will depend on the Design Engineer's and Office of Traffic Design's Estimate.

PREPARED BY: Brinder Bassi	OFFICE OF TRAFFIC OPERATIONS	DATE: January 4, 2023
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Risk Register for 06-0P910/0612000307, MAD 99/233 Chowchilla Interchange Improvement

Form v3.2 last modified 07/10/2018 CB

Risk Checkpoint: PA&ED Date: 7/20/2023
Project Nickname: MAD 99/233 Chowchilla Interchange Improvement EA: 06-0P910/0612000307 Co-Rt, Post Miles: MAD-99-26.3/26.8 Project Manager: Mike Day
FY & Program (SHOPP or STIP): 24/25 Total Costs (Capital & Support): \$32,400k RTL Target: 4/2/2026

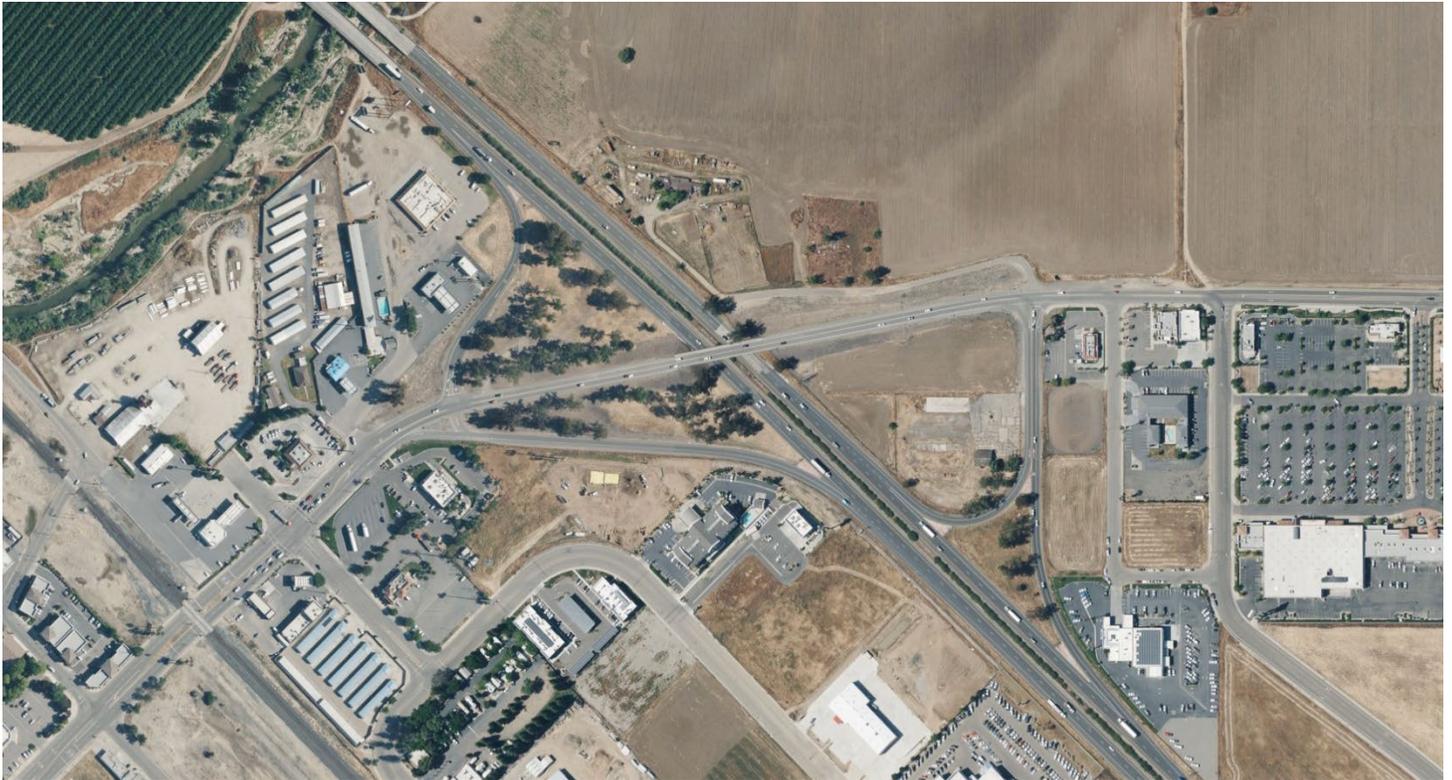
Phase	Cost Contingency Range \$k			Schedule Contingency Range (Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	\$0	\$0	\$0	0	0	0
1-PS&E	\$0	\$0	\$0	0	0	0
2-RW Sup	\$0	\$0	\$0	0	0	0
3-Con Sup	\$0	\$0	\$0	0	0	0
Support Contingency	\$0	\$0	\$0	0	0	0
9-RW Cap	\$0	\$0	\$0	0	0	0
4-Con Cap	\$0	\$0	\$0	0	0	0
Capital Contingency	\$0	\$0	\$0	0	0	0
Total Contingency	\$0	\$0	\$0	0	0	0

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (Pxl)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)
Active	1	Threat	Environmental	VMT	As a result of not being able to identify mitigation options that would fully mitigate for induced VMT, then an EIR would be required, which would lead to a delay and not meet target M200.	We are working with Madera County and City of Chowchilla Transit to identify potential projects to mitigate the projected induced VMT, the assumption is we will be able to fully mitigate.	Difficulty finding mitigation opportunities or difficulty getting approval from HQ Sustainability on proposed mitigation.	3-Moderate (31-50%)	2 - Low (<\$700000k)	6	Mitigate	Will work with local transit agency to identify possibly project to mitigate induced VMT, if unable to fully mitigate impacts then we will prepare a Statement of Overriding Considerations and EIR.	Generalist	4/6/2023	0-PA&ED Sup		O ML P	O ML P
									8 - High (3-6 months)	24								
								40%										
Active	2	Threat	Environmental	Air Quality Conformity	As a result of RTP/FTIP not being updated to be consistent with current project description, then we may not be able to receive Air Quality Conformity concurrence, which would delay signed Categorical Exclusion and delay PA&ED.	The assumption is that the RTP/FTIP will be updated this winter.	The RTP/FTIP cannot be updated to reflect the combined phases	3-Moderate (31-50%)	2 - Low (<\$700000k)	6	Mitigate	Meeting with City of Chowchilla and Madera MCTC to discuss when the RTP/FTIP will be updated.	Generalist	4/6/2023	0-PA&ED Sup		O ML P	O ML P
									8 - High (3-6 months)	24								
								40%										
Active	3	Threat	Environmental	Air Quality	As a result of the project being POAQC a notice will need to be publicly circulated. If the IS has already been circulated a separate circulation of 30 days may be needed which would delay PA&ED.	The assumption is that this project is not a POAQC.	Traffic volumes	1-Very Low (1-10%)	1 - Very Low (Insignificant)	1	Accept	Meeting with Air Quality to discuss whether this project is likely to be a POAQC.	Air Quality/Design	4/6/2023	0-PA&ED Sup		O ML P	O ML P
									1 - Very Low (Insignificant)	1								
								5%										
Active	4	Threat	Environmental	Cultural Material Discovery	As a result of finding cultural materials during the construction monitoring, may lead to halt in construction, which would cause delay in completing construction.	No cultural materials are found during construction.	Cultural materials discovered during construction monitoring.	2-Low (11-30%)	2 - Low (<\$700000k)	4	Accept	All earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	Cultural	4/6/2023	4-Con Cap		O ML P	O ML P
									4 - Moderate (1-3 months)	8								
								20%										
Active	5	Threat	Environmental	Biology- Swallows	As a result of finding swallows and have gotten through the exclusionary device, the halting of construction may occur, which would lead to delay in construction .	No swallows are found to have gotten through the exclusionary device.	Swallows are discovered on bridge during construction.	2-Low (11-30%)	2 - Low (<\$700000k)	4	Accept	Schedule bridge work outside the nesting season and/or provide exclusionary devices with adequate monitoring to ensure devices are not breached.	Biology	4/6/2023	4-Con Cap		O ML P	O ML P
									8 - High (3-6 months)	16								
								20%										
Active	6	Threat	Environmental	Biology- Nesting Raptors	As a result of finding nesting raptors, the halting of construction may occur, which would lead to delay in construction .	Raptors are know to nest in the area.	A raptor or other avian species nest is discovered during construction.	3-Moderate (31-50%)	2 - Low (<\$700000k)	6	Accept	Remove trees that must be removed outside the nesting season. Conduct raptor surveys early in the nesting season to determine need for monitoring. Set aside funding for monitoring. Caltrans biologist would be consulted to monitor the nest until all young have fledged and are no longer reliant upon the nest or parental care for survival.	Biology	6/16/2023	4-Con Cap		O ML P	O ML P
									8 - High (3-6 months)	24								
								40%										
Active	7	Threat	Environmental	Biology	As a result of insufficient notice time given to Environmental before construction begins, preconstruction surveys may occur not at the scheduled time resulting in construction delays.	Sufficient notice will be given to Environmental before construction begins to allow for preconstruction surveys.	Environmental is notified of construction start date later than what is identified in the Environmental Commitments Record.	1-Very Low (1-10%)	2 - Low (<\$700000k)	2	Accept	Environmental Construction Liaison (ECL) will communicate with Construction and the Environmental team to ensure proper notice is given.	ECL/ Environmental/ Construction	4/6/2023	4-Con Cap		O ML P	O ML P
									4 - Moderate (1-3 months)	4								
								5%										
Active	8	Threat	Environmental	Paleontology	As a result of Paleontological resources found during construction, recovery efforts may occur, which would lead to delay for construction completion.	Paleontological resources are not found during construction.	Unearthing artifacts during excavation.	2-Low (11-30%)	2 - Low (<\$700000k)	4	Accept	Paleontologist will be consulted.	Paleontologist	4/6/2023	4-Con Cap		O ML P	O ML P
									8 - High (3-6 months)	16								
								20%										

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks				
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (Pxl)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)	
Active	9	Threat	Environmental	Incidental Take Permit	As a result a nesting Swainson's hawk is within 500 feet of the work area and work must occur during the nesting season, the need for an Incidental Take Permit from CDFW may occur, which would lead to increase project cost and schedule.	No Swainson's hawk will be nesting within 500 feet of the work area.	Nesting Swainson's hawk is observed within 500 feet of the work area.	2-Low (11-30%)	4 - Moderate (\$700000k - \$1398600k)	8	Accept	If Swainson's hawk nest is within 500 feet of the work area and the buffer cannot be enforced, an Incidental Take Permit will be applied for.	Biology	4/6/2023					
								20%	8 - High (3-6 months)	16									
Active	10	Threat	Environmental	DED Circulation	As a result of the DPR not being signed in time the DED scheduled 30 day circulation period, may be delayed which would lead to not meeting PAED and not meeting fiscal year.	DPR review period to be shortened.	DPR review period not shortened	3-Moderate (31-50%)	8 - High (\$3130k - \$6260k)	24	Avoid	IF DPR review period is not shortened, DED 30 day circulation period delayed, and will not meet the scheduled PA&ED date and fiscal year.	Environmental	4/6/2023					
								40%	8 - High (3-6 months)	24									
Active	11	Threat	Right of Way	Utilities	As a result of utility relocations required, there will be utility agreements and relocation plans that must be completed, which may impact cost and schedule.	Utility Relocations are required.	Utility Verification maps are delayed.	2-Low (11-30%)	2 - Low (<\$1565k)	4	Accept	Begin coordination with utility companies as soon as possible to allow enough time for conflicts to be identified and relocation plans to be finalized.	Right of Way Utilities	6/15/2023					
								20%	2 - Low (<1 month)	4									
Active	12	Threat	Right of Way	Landlocked Property SE of Interchange	As a result of a need for a basin, a property SE of the interchange may be landlocked, which would lead to a potential full acquisition of the property.	The property will require a full acquisition.	Eliminating access to the property.	3-Moderate (31-50%)	1 - Very Low (Insignificant)	3	Avoid	Review the design to see if access could be provided, if not, then prioritize the parcel so that discussions can begin with the property owner.	Right of Way	4/4/2023					
								40%	4 - Moderate (1-3 months)	12									
Active	13	Threat	Right of Way	Railroad Impacts	As a result of stage construction occurring near a railroad, coordination with the railroad may be needed, which may lead to requiring changes to the signal or other measures taken during construction.	A preliminary Engineering Agreement will be required.	The close proximity to the railroad.	1-Very Low (1-10%)	1 - Very Low (Insignificant)	1	Accept	Begin coordination with the railroad as soon as possible and prioritize the railroad design area to allow enough time for agreements and plans to be finalized.	Right of Way Utilities	4/4/2023					
								5%	1 - Very Low (Insignificant)	1									
Active	15	Threat	Design	Utility Relocation During Construction	As a result of utility relocations delays during construction could occur, which would lead to a delay during construction.	Utility Relocations are required during construction.	Utility companies are not cooperative.	2-Low (11-30%)	2 - Low (<\$1565k)	4	Accept	Communicate with Right of Way Utilities an upper management.	Design	4/6/2023					
								20%	4 - Moderate (1-3 months)	8									
Active	16	Threat	Design	Economic Impacts to Businesses	As a result of the new roundabouts not allowing certain left and right turn movements into driveways, this could lead to stakeholders not approving of the project	We are waiting on public feedback.	Hearing negative responses	2-Low (11-30%)	2 - Low (<\$1565k)	4	Accept	Make sure that the public understands the project.	Design/Environmental	4/6/2023					
								20%	4 - Moderate (1-3 months)	8									
Active	17	Threat	Design	Construction Window for Ash Slough	As a result of the widening on the Ash Slough Br, construction may be limited to certain work window within the slough, which would impact the construction schedule.	We are waiting on confirmation from environmental on the work windows.	Restricted work window from environmental	3-Moderate (31-50%)	2 - Low (<\$1565k)	6	Accept	Work with Construction to determine order of work.	Design	4/6/2023					
								40%	2 - Low (<1 month)	6									
Active	18	Threat	Design	Negative view on roundabouts from the public	As a result of past public response to roundabouts, the public may have a negative view on roundabouts, which would lead to public outreach/education on roundabouts or a complete rejection of this alternative.	We are waiting on public feedback.	Hearing negative responses	3-Moderate (31-50%)	2 - Low (<\$1565k)	6	Accept	Educate the public about the benefits of roundabouts.	Design	4/6/2023					
								40%	4 - Moderate (1-3 months)	12									

Risk Identification							Risk Assessment				Risk Response				Quantifying "Red" (High P & I) Level Risks				
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)	
Active	19	Threat	Design	Non Standard Existing Vertical Clearance	As a result of Design Standard Decision Document coordination, it is found that a vertical clearance exception will not be approved at the existing Route 233/99 Connector (41-0055E), which would result in a scope, cost and schedule change.	A DSDD will be approved for the substandard vertical clearance at the existing Route 233/99 Connector.	DSDD not supported by D6 management and/or HQ.	2-Low (11-30%)	4 - Moderate (\$1565k - \$3126.87k)	8	Accept	Work with the PDT.	Design	4/6/2023					
								20%	8 - High (3-6 months)	16									
Active	20	Threat	Structure Design	Ash Slough Bridge	A detailed Advance Planning Study was not developed for the proposed partial length widening of Ash Slough Bridge (41-0045L). As a result of further study during the design phase, it is found that seismic mitigation, scour mitigation and/or additional bridge preventative maintenance work will be required, which would result in an increase in the support and construction cost.	No additional seismic mitigation, scour mitigation or bridge maintenance work is required at Ash Slough.	Design phase analysis and coordination with DES and SM&I functional units	3-Moderate (31-50%)	4 - Moderate (\$1565k - \$3126.87k)	12	Accept	Perform detailed seismic analysis and coordinate scour mitigation and bridge maintenance needs with the appropriate DES and SM&I functions early in the design phase to determine the appropriate structure scope and cost. District to initiate PCR process, if needed, to address scope, cost and/or schedule changes.	Structure Design	4/4/2023					
								40%	8 - High (3-6 months)	24									
Active	21	Threat	Structure Design	Exist Route 233/99 Connector	A detailed Advance Planning Study was not developed for the proposed widening / modification of the existing Route 233/99 Connector (41-0055E). As a result of further study during the design phase, it is found that the proposed symmetrical modification / widening to standard width will result in reduction in the existing structure's load rating designation, which would not be allowed resulting in the need for a scope change.	The proposed widening / modification at the existing Route 99/233 Connector will not result in a reduced load rating designation.	Design phase load rating analysis	3-Moderate (31-50%)	4 - Moderate (\$1565k - \$3126.87k)	12	Accept	Perform detailed load rating analysis early in the design phase to determine the appropriate structure scope and cost. District to initiate PCR process, if needed, to address scope, cost and/or schedule changes.	Structure Design	4/4/2023					
								40%	8 - High (3-6 months)	24									
Active	22	Threat	Structure Design	New WB Route 233/99 Connector	A detailed Advance Planning Study was not developed for the proposed new Route 233/99 Connector (41-TBD). As a result of a more detailed design phase analysis, it is found that additional bridge length and/or alternative foundation types will be necessary, which could result in an increase in the support and construction cost.	The new bridge will be 49'-11" wide, 240' long on parallel offset alignment with two equal spans of 120' consisting of either a CIP/PS box girder or PC/PT WF girders founded on standard driven concrete pile foundations.	Design phase General Plan development (M275)	3-Moderate (31-50%)	4 - Moderate (\$1565k - \$3126.87k)	12	Accept	Develop detailed General Plan scope and cost estimate based on district's Bridge Site Data Submittal early in design phase. District to initiate PCR process, if needed, to address scope, cost and/or schedule changes.	Structure Design	4/4/2023					
								40%	4 - Moderate (1-3 months)	12									

STATE ROUTE (SR) 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE PROJECT



2024 LOCAL PARTNERSHIP COMPETITIVE PROGRAM (LPP) – C



Nominating Agency:

Madera County
Transportation
Authority (MCTA)

Partnering Agencies:

California Department of Transportation (Caltrans)
City of Chowchilla

Submission Date:
November 20, 2024



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November 20, 2024

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

SUBJECT: 2024 LOCAL PARTNERSHIP PROGRAM (LPP) APPLICATION – SR 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE IMPROVEMENTS PROJECT

Dear Ms. Taylor:

The Madera County Transportation Authority (MCTA), as the taxing authority and the eligible nominating agency, in partnership with the California Department of Transportation and the City of Chowchilla, are pleased to submit the State Route (SR) 99/233 Chowchilla Multimodal Interchange Improvements Project (Project) application for the competitive 2024 Local Partnership Program (LPP). The total cost of construction is \$31.3 million. MCTA and the City of Chowchilla request \$13 million in LPP funds, with \$14 million in match funding from local Measure T and City Developer Impact Fees.

The purpose of the Project is to improve multimodal mobility and connectivity through the SR 99/233 interchange. Currently, SR 99 creates a barrier to east-west pedestrian and bicycle movements, with the access point being SR 233. The current overcrossing is not wide enough to accommodate bicyclists, lacks shoulders, and has a narrow 4-foot sidewalk. The overcrossing also lacks connectivity to adjacent local streets on SR 233. This is the only interchange that directly serves the City; there are no other viable options for cyclists and pedestrians to safely cross SR 99 to access opposite sides of the City.

The Project scope includes roundabouts at ramp terminal intersections, a 10-foot multiuse sidewalk, and 8-foot shoulders on the north side of the SR 233 overcrossing. The Project will improve operations at the interchange and facilitate safe access for bicyclists and pedestrians over SR 99 to local businesses and services. The Project will also encourage active transportation trips to reach transit stops and support transit travel time reliability. Operational improvements at the interchange will improve local circulation and facilitate more efficient goods movement along SR 99, which serves as the backbone to the Central Valley's agricultural economy.

The Project has completed the environmental phase and is currently in the design/right of way phase. Right of way acquisition will be complete by June 2026 and design will be completed by July 2026. Construction is expected to begin January 2027 and be completed by August 2028.

The Project aligns with the goals and objectives outlined in the 2022 Madera County Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The RTP/SCS emphasizes the importance of partnering with state funding programs such as LPP to advance and implement regionally significant projects. This Project will be transformative for regional mobility and interregional freight transportation.

The Project provides equitable access to multimodal transportation options to improve mobility and quality of life for all travelers. The investment in active transportation infrastructure will promote public health and improve environmental conditions. The Project will support safe and efficient movement of people and goods, increasing economic vitality of the region.

MCTA and the City would like to thank CTC for its consideration of this Project.

Sincerely,



Patricia Taylor
Executive Director
Madera County Transportation Authority



Rod Pruett
City Administrator
City of Chowchilla

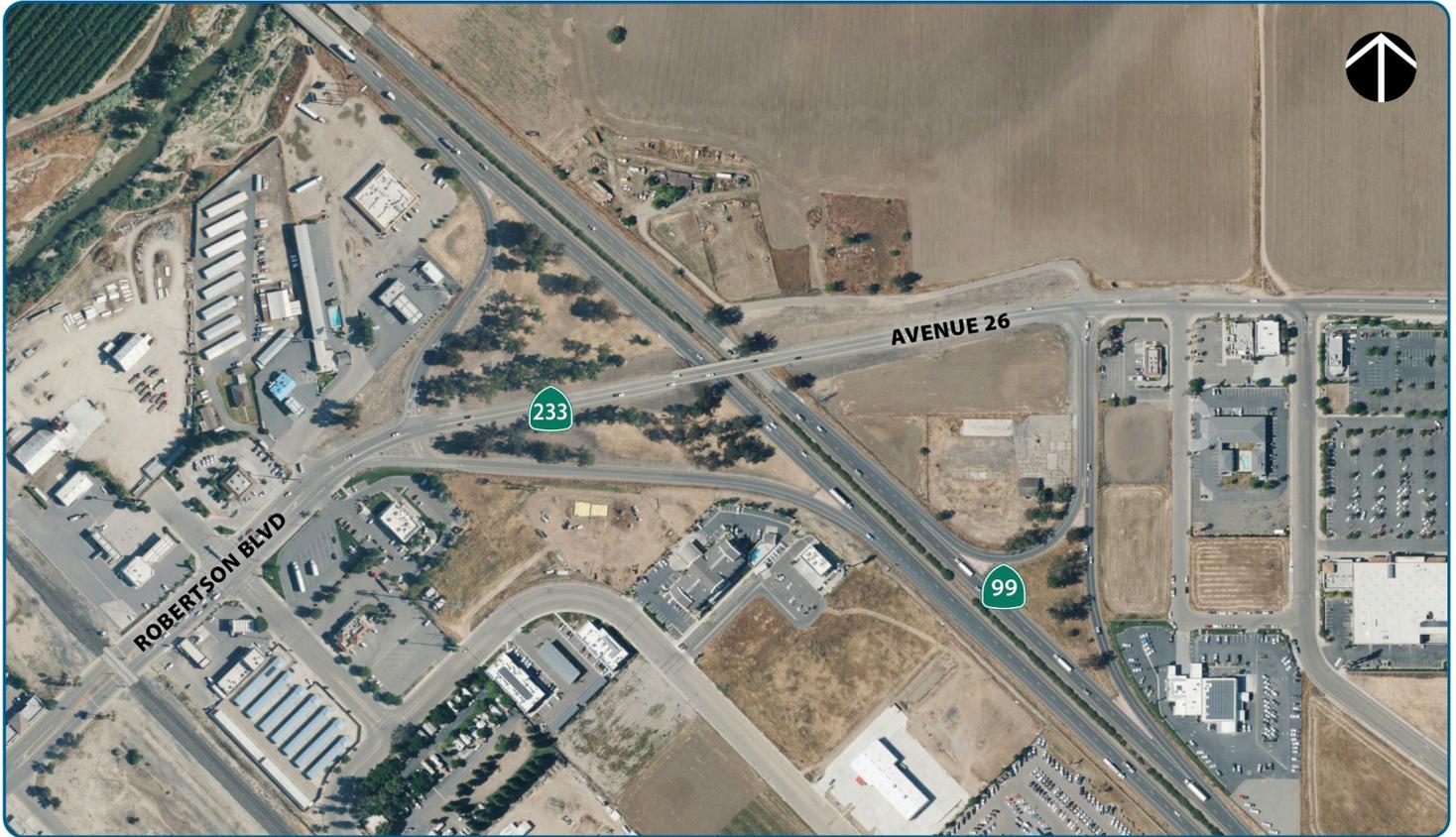


DIANA GOMEZ
District 6 Director
California Department of Transportation

▶ STATE ROUTE (SR) 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE PROJECT



Nominating Agency: Madera County Transportation Authority (MCTA)
 Implementing Agency: Caltrans
 Partner Agency: City of Chowchilla



■ SCOPE

The Project will widen SR 233 from an undivided 2-lane to a divided 4-lane and construct a new parallel overcrossing at SR 99 to carry the westbound lanes and a 10-foot Class I shared use path. The Project will also construct two multi-lane roundabouts at the northbound and southbound on-ramp and off-ramp termini. The Project also includes sidewalks, curb ramps, crosswalks, and lighting for pedestrian and bicyclist safety.

■ COST

Environmental	\$1,900,000
Design	\$3,900,000
Right of Way	\$3,361,000
Construction	\$31,300,000
Total	\$40,461,000

■ SCHEDULE

	START	END
PA&ED	9/2022	8/2023
PS&E	9/2023	7/2026
ROW	11/2024	6/2026
CON	1/2027	6/2028

■ BENEFITS

The construction of roundabouts and active transportation infrastructure will reduce vehicular idling and associated greenhouse gas emissions. The Project supports transportation equity by improving non-motorized access to jobs and daily destinations. The Project will promote mode shift to low-cost, sustainable transportation options that will support the needs of local disadvantaged residents who are unable to drive. The Project will improve safety on walking and biking. The Project avoids negative community impacts and will not displace residents or businesses.

STATE ROUTE (SR) 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE PROJECT *(CONTINUED)*

■ OUTPUTS



15,100 Square Foot New Bridge



4,508 Linear Feet of Shared Use Path/Sidewalk



567 Linear Feet of New Crosswalk



323 Square Feet of Modified/Improved Interchanges



30 New Curb Ramps Installed



2 New Roundabouts

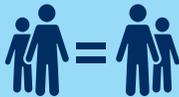


4 Ramp Modifications

■ OUTCOMES



Reduces Greenhouse Gas Emissions



Advances Equity



Promotes Mode Shift



Improves Multimodal Mobility



Increases Connectivity & Accessibility



Improves Safety



Benefits Freight & Goods Movement



Existing SR-233/SR-99 Northbound Onramp Intersection



C. General Information

Overview

The State Route (SR) 99/233 Chowchilla Multimodal Interchange Project (Project) will provide multimodal transportation improvements to enhance accessibility and connectivity of the local transportation network. The Project will widen SR 233 and construct a new parallel overcrossing at SR 99 to carry eastbound traffic and a 10-foot Class I shared path. The Project will construct two multi-lane roundabouts at the northbound and southbound on-ramp and off-ramp termini. Sidewalks, crosswalks, and lighting will also be built. The Project components work together to enhance safety, accessibility, and connectivity to local businesses and services by removing barriers to east-west pedestrian and bicycle movements and improving local circulation.

Total Project Cost: \$40,461,000 **Funding Request:** \$13,000,000

The Project is nominated by the Madera County Transportation Authority (MCTA) and is being implemented by the California Department of Transportation (Caltrans) to address accessibility and safety through the interchange. These improvements address the requirements and goals of the competitive Local Partnership Program (LPP).

Map

The Project is located in the City of Chowchilla in Madera County (Figure 1). SR 233/Robertson Boulevard is a major corridor, acting as a spine for the local street network for the City, as well as a regional connector connecting cities across the Central Valley. The corridor provides connections between SR 99 and SR 152; drivers travelling from eastbound SR 152 to northbound SR 99 must use SR 233 because there is no direct ramp at the SR 99/152 interchange. SR 233 supports diverse land uses across the City of Chowchilla, including the downtown area and other businesses that are critical to the area's economic vitality. SR 99 is a north-south state highway stretching along the Central Valley. It is a critical corridor for goods movement and interregional travel.

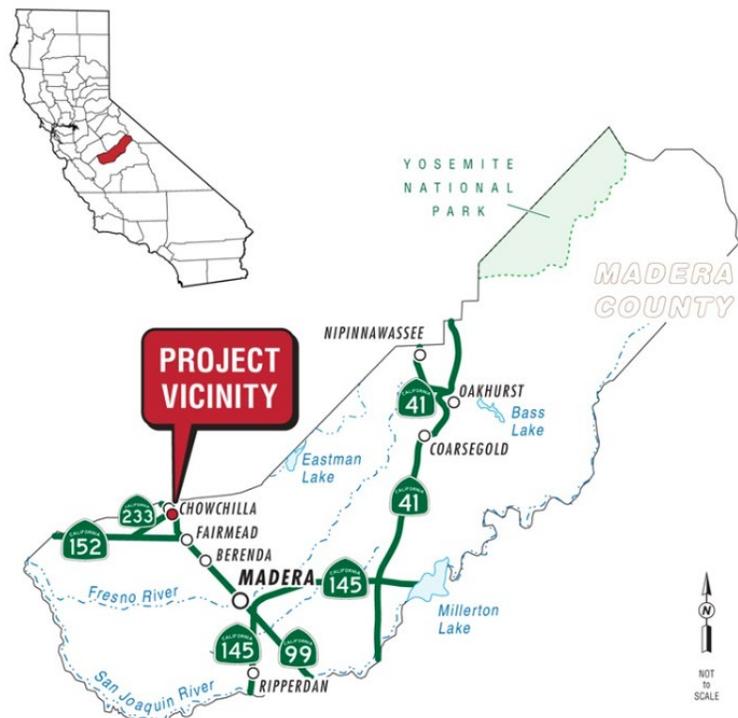


Figure 1: Project Location Map



Photos of Existing Conditions



Figure 2: Existing Conditions at Southbound SR-99 On-Ramp



Figure 3: Existing Conditions at the Northbound SR-99 Off-Ramp



Figure 4: Existing Conditions, SR-233 Overcrossing of SR-99 (looking east)

Logos



Priority

This Project is MCTA's only submittal to LPP and therefore the priority.



Scope

The Project will widen SR 233 from an undivided 2-lane highway to a divided 4-lane highway and construct a new parallel overcrossing at SR 99 to carry the eastbound lanes and a 10-foot Class I shared use path. The Project will also construct two multi-lane roundabouts at the northbound and southbound on-ramp and off-ramp termini. The Project also includes sidewalks, curb ramps, crosswalks, and lighting for pedestrian and bicyclist safety.



Figure 5: Project Improvements

Outputs

The Project outputs include:

- 15,100 sq ft new bridge
- 4,508 linear feet of shared use path/sidewalk
- 567 linear feet of new crosswalk
- 323 sq ft of modified/improved interchanges
- 30 new curb ramps installed
- 2 Roundabouts
- 4 ramp modifications

Independent Utility

The Project is not being segmented and has independent utility.



Nominating Agency and Implementing Agency Agreement

MCTA is the nominating agency for this LPP application. Caltrans is the implementing agency for construction. Caltrans signed the cover letter indicating their commitment to the Project.

Reversible Lanes

The Project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15. Caltrans District 6 engineering staff deemed reversible lanes inapplicable to the Project based on scope.



D. Screening Criteria

Project Eligibility

The Project aligns with Section 6B Eligible Projects in the LPP guidelines. The Project is consistent with subdivisions (a) and (b) of Government Code Section 8879.70 and Streets and Highways Code Section 2032(a). The Project meets multiple eligibility categories.

- Eligibility Criteria A: The Project improves traffic flow at the SR 99/233 interchange through safety and operational improvements with a useful life of at least 15 years.
- Eligibility Criteria E: The Project improves mobility and safety of all roadway users travelling to opposite sides of the City via SR 233 through the construction of roundabouts and dedicated active transportation facilities.
- Eligibility Criteria F: The Project provides a new shared-use path and fills existing sidewalk gaps, as well as provides crosswalks to improve bicycle and pedestrian safety and mobility.
- Eligibility Criteria G: These improvements will promote mode shift from single occupancy vehicles to active modes, resulting in air quality benefits for the Central Valley region.

Committed Funding

The electronic Programming Request Form is included in the Appendix. The form lists all funding match sources and other committed funding as well as performance measures.

Eligibility Verification Documentation

MCTA is eligible to submit to the LPP under voter-approved taxes, tolls, and fees requirements. MCTA administers Measure T, the ½ percent sales tax in Madera County dedicated to transportation improvements that was approved by voters in 2006. The Madera County Transportation Authority is listed as an eligible taxing authority receiving LPP formula funding in Appendix VI of the 2024 LPP Guidelines.

The Project funding plan includes local Developer Impact Fees. The City has a Developer Impact Fee that is imposed on new developments to help cover the costs of public services and infrastructure associated with development. New developments generate additional structures, residents, and employees, which place an additional cumulative burden upon the local street system. The City expects new developments to pay a share of the new facilities. The purpose of the fee is to provide adequate transportation-related improvements to serve cumulative development within the City.

Avoid/Mitigate Negative Impacts to Disadvantaged/Low-Income Community

The Project would not result in disproportionate or adverse effects to minority or low-income populations. The Project does not result in displacement of any residences.



Conversely, the proposed improvements support MCTA and Caltrans' commitment to advancing equity and removing barriers to opportunity through improved access and mobility. The Project provides an infrastructure investment to support mobility choices in an underserved community. Detailed information on disadvantaged communities in the Project area is included in [Community Engagement](#).



E. Project Delivery

Delivery Method

Design and right-of-way activities for the Project are currently underway. The Project will be developed and constructed using a design-bid-build delivery method.

Contracts

One construction contract is expected for the Project.

Schedule Risks

A detailed schedule has been developed for all project milestones and illustrates completion timelines for the Project's critical elements. LPP funds are anticipated to be obligated for construction before the December 2026 CTC meeting. Construction will begin quickly upon the obligation of funds and be expended expeditiously.

PROJECT SCHEDULE	2022	2023	2024	2025	2026	2027	2028	2029
PA&ED		█						
PS&E		█	█	█	█			
RIGHT OF WAY				█	█			
CONSTRUCTION						█	█	

Figure 6: Project Milestone Schedule

The Project's California Environmental Quality Act (CEQA) [Initial Study with Mitigated Negative Declaration \(IS/MND\)](#) was approved in August 2023 ([Link](#)). Design is currently underway and anticipated to be completed by July 2026. Right-of-way began concurrently with design, and acquisition is anticipated to be completed by June 2026. The construction contract award is anticipated to be made by January 2027, and construction activities will begin in March 2027. Construction will occur over an 18-month schedule and is anticipated to be completed by August 2028.

Other Potential Risks

Deliverability

MCTA, the City, and Caltrans have successfully delivered prior phases of the Project. Collaboration on this Project between MCTA, the City, and Caltrans has allowed the project management team to build and monitor processes that provide for successful project delivery and minimize risk to all stakeholders.



Engineering Issues

The Project is the result of engineering and design studies and activities, which have gone through the Caltrans approval process to demonstrate their technical feasibility. MCTA, the City, and Caltrans have extensive experience in managing various surface transportation improvement projects. Caltrans will be the implementing agency for Project construction.

Funding Commitments

As demonstrated by the funding plan in [Section H](#), MCTA has invested significant resources and local funding to implement all Project development phases to date and remain committed to building this Project with Caltrans. MCTA has committed \$21,261,000 across all phases of the Project. The City has committed \$1,900,000 in Developer Impact Fees for Project construction. The Project also has \$300,000 in committed state funds from the SHOPP Minor B Program. The Project was recommended to receive \$4,000,000 in Community Project Funding by Congressman Duarte and is in the draft appropriations bill. The funding plan includes a contingency to cover unanticipated cost increases.

Rail Company Coordination

The Project scope does not necessitate coordination with rail companies.

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Status

The environmental analysis determined that the Project will not have a significant impact on the environment. The CEQA IS/MND was completed in June 2023 ([Link](#)). The Notice of Determination was completed in September 2023 ([Link](#)).



F. Evaluation Criteria

Performance Measures

Performance measures have been prepared for the Project following SB1 Technical Performance Measurements Methodology Guidebook and provide a comparison between the Build and No Build project scenarios. The performance measures and required back up are provided in the Appendix. The results of these metrics are included in the discussions below.

Accessibility

Multimodal Solutions

The SR 99/233 interchange is the only crossing over SR 99 in the City of Chowchilla; there are no other viable options for cyclists and pedestrians to cross SR 99 from one side of the City to the other. According to the [USDOT Equitable Transportation Community \(ETC\) Explorer](#), the City suffers from transportation insecurity, with low transportation access (83rd percentile) and high transportation cost burden (68th percentile) relative to other cities in California. Both Project census tracts suffer from transportation burdens as shown in the table below.

Table 1: Project Census Tracts Transportation Insecurity - Percentile Rank

Tract	Transportation Access	Transportation Cost Burden	Transportation Safety
3.02	87	88	87
3.01	93	68	56

Source: USDOT ETC Explorer, State Results

The existing interchange does not support multimodal travel. The SR 233 overcrossing does not accommodate cyclists, with a narrow 4-foot sidewalk, no shoulders, and no connectivity to local streets (Figure 4). The interchange off-ramps currently operate under stop control; this poses significant safety risks to active roadway users. As the City continues to grow, the existing operational and safety conditions of the interchange are expected to continue to deteriorate.

The Project will alleviate transportation barriers and enhance accessibility and connectivity by providing adequate active transportation infrastructure through the interchange. The Project will provide a 10-foot multiuse sidewalk on the north side of the SR 233 overcrossing, 8-foot shoulders, and connectivity to adjacent local streets. The Project will construct roundabouts at the off-ramp termini to slow traffic flow and increase

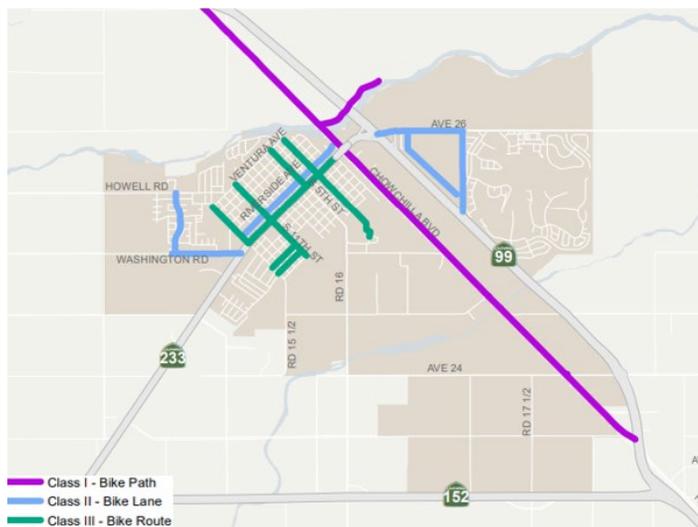


Figure 7: Existing Bicycle Facilities



safety for bicyclists and pedestrians. Additionally, the Project will construct sidewalks and curb ramps to fill existing gaps in the local transportation network. The Project improvements will work together to provide safe connections to existing facilities, including Class II bike lanes east of SR 99 and the Class III bicycle route to the west (Figure 7).

SR 233 has been identified as a priority project for Class II/IV bikeways/lanes in the [Madera County Active Transportation Plan](#) (pg. 20). The Project will fill active transportation infrastructure gaps, increase bicycle connectivity, and complement planned investments in the larger bicycle transportation network.

Transit Services

Transit availability in the area is limited. The [Madera County Connection](#) (MCC) provides fixed-route transit service via the Chowchilla – Fairmead bus route. On the weekdays, MCC provides five daily roundtrips from Chowchilla to downtown Madera between the hours of 7:00 AM and 6:49 PM. SR 233 is a critical route to reach the five MCC bus stops within Chowchilla city limits. All residents within 1/2 mile of these bus stops are defined as disadvantaged and low-income¹ (see [Community Engagement](#)). The Chowchilla Area Transit Express (CATX) is a demand-response (dial-a-ride) bus transit service in the Project area. CATX operates weekdays from 8:00 AM to 4:00 PM.

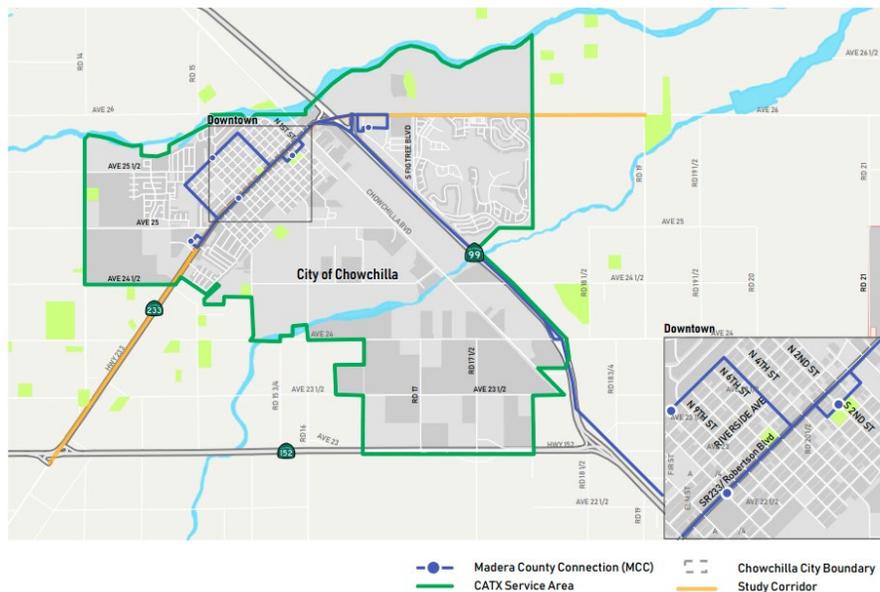


Figure 8: Local Transit Service Network

The Project will improve operations at the interchange to support travel time reliability for buses. The Project will provide low-cost, non-motorized travel options to support disadvantaged communities and encourage greater use of active modes to reach transit stops. By improving connectivity to transit, the Project will expand access to opportunities, critical services, and recreational destinations beyond the City of Chowchilla. This will improve quality of life and economic outcomes for disadvantaged residents.

Key Destinations

The Project will provide the necessary improvements to support safe east-west travel through the interchange to reach key destinations. Residents on the west side of SR 99 will have enhanced access to Save Mart, the City's largest grocery store. Residents on

¹ [California Climate Investments Priority Populations 2024](#)



the east side will have improved access to educational institutions, government services, health care, recreational opportunities, and transit connections west of SR 99. The Project will support safe access to social services such as Chowchilla Women, Infant, and Children and the Chowchilla City Senior Bus, located 1/2 mile west of the interchange.

The Project will support safe access to critical destinations, including schools. The City's only 3rd/4th grade school, Wilson Middle School, and Chowchilla Union High School are located on the west side of town. Ronald Reagan Elementary School is located just one mile east of the SR 99/233 interchange. The Project will improve the safety of students, parents, and teachers travelling across SR 99 to reach these schools.

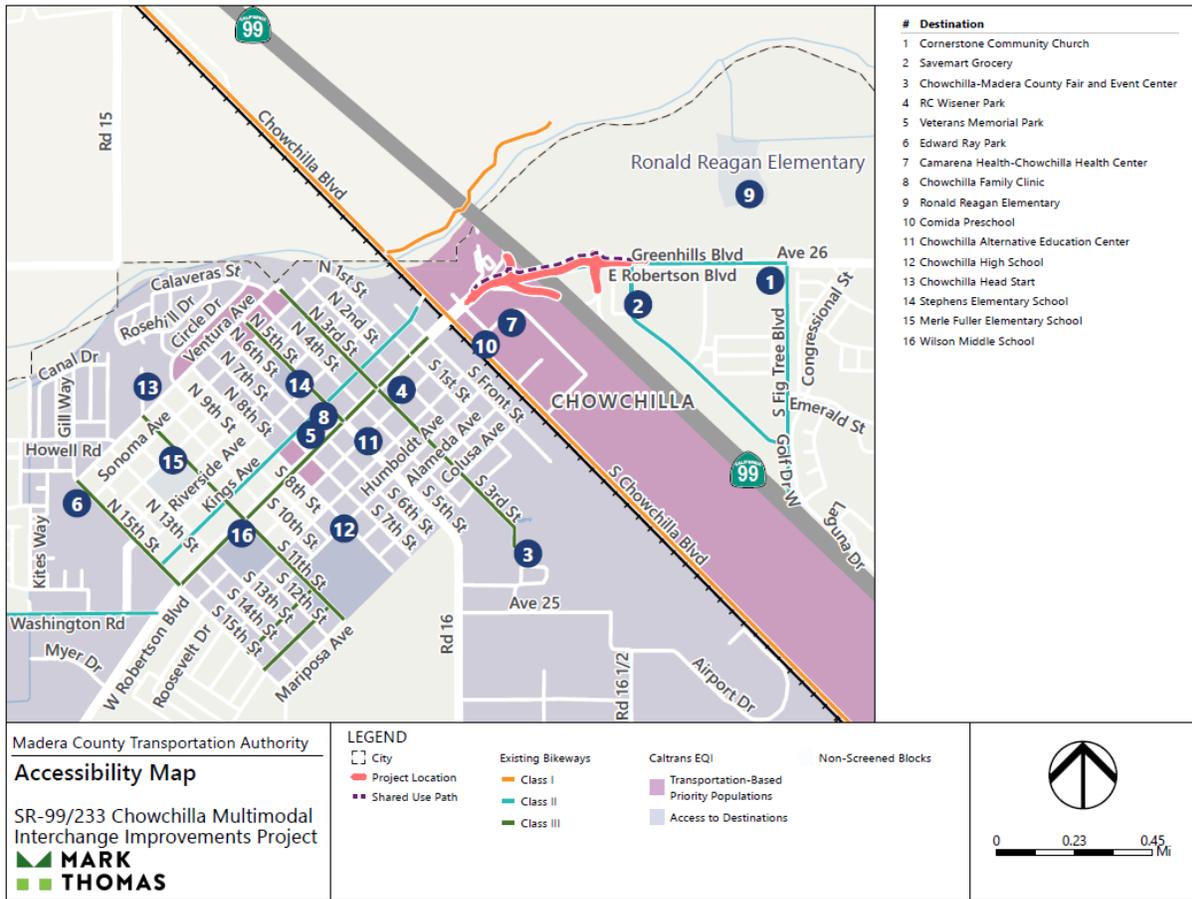


Figure 9: Accessibility Map

The existing interchange bridge was built in the 1950's when the City of Chowchilla's population was approximately 4,000 residents. Now the City's population is approximately 19,039 (2020 Census). Future development is planned for the area, including 22 affordable housing units planned southeast of the SR 99/233 interchange. The Project will provide the necessary improvements to support current and future residential development. The Project will provide critical active transportation facilities to support low-income residents and ensure equitable access from affordable housing developments to critical destinations.



The Project will improve access to key destinations and employment opportunities as shown in the table below.

Table 2: Project Accessibility Improvements

Metric	Build	No Build	Change
Number of Jobs Accessible by Mode	8,231	15,810	7,579
Access to Key Destinations by Mode	28	38	10

Source: Performance Metrics Form, 2024

Job Access

Within a 5-mile radius of the City, there are approximately 8,380 jobs (US Census Bureau). Of these jobs, most (31.8%) are in the public administration sector, followed by agriculture, forestry, fishing, and hunting (25.2%). Employment opportunities are clustered near the interchange to the west of SR 99, as shown in Figure 10.



Figure 10: OnTheMap Job Density in Chowchilla

The Project will enhance access to employment, particularly agribusiness related manufacturing and processing. The Project will also support access to government jobs, which represent 24% of the Madera County workforce. Within 1/2 mile of the interchange, the Project will support employee access to Chowchilla City Hall and the Madera County Fire Department. The Project supports employee access to three major hotels adjacent to the interchange: Days Inn by Wyndham, Holiday Inn Express & Suites, and SureStay by Best Western.

Many residents living within Chowchilla commute to jobs in Merced and Madera. Improvements to the interchange will improve travel time reliability for commuters and local transit accessing job opportunities beyond the City.



Goods Movement Improvements

SR 233 is a central commercial corridor. It is the main trucking route and main street in Chowchilla, as well as part of the regional road network connecting SR 99 and SR 152. SR 233 serves primarily to provide for northbound traffic movement from SR 152 to SR 99. SR 99, part of the National Highway Freight Network, is the primary interregional corridor within the San Joaquin Valley and an essential link to other state routes. SR 152 is the primary access route from the central San Joaquin Valley to Monterey and Santa Clara Counties. Improvements at the SR 99/233 interchange will enhance goods movement along these routes, which are critical to shipment of agricultural goods and other commodities to markets outside the Central Valley.

Future Average Daily Traffic (ADT) volumes are provided in Table 3. Trucks comprise 15% of the ADT, most being five-axle vehicles or larger. As the City's population increases and traffic increases along SR 99 in the Central Valley, SR 233 will experience greater truck traffic. Operational improvements at the interchange are critical to ensuring the safety of vulnerable road users as traffic volumes increase.

Table 3: Average Daily Traffic at SR 99/233 Interchange

Future Traffic Volumes	All Vehicles	Trucks (15%)
2028 ADT	27,250	4,088
2048 ADT	39,150	5,873

Source: Caltrans Memorandum, Design Designation at MAD-99-26.323

The San Joaquin Valley is a critical trade and transportation gateway, vital for Madera County's local economy. The San Joaquin Valley generates over \$35 billion each year, with agriculture playing a major role in the national and international distribution of processed foods and energy products². According to the [2023 Crop and Livestock Report](#), Madera County had a gross crop production value of approximately \$1.9 billion in 2023. Compared to other counties across the United States, Madera County ranks 11th in total agricultural production. Seventy-six countries received Madera County commodities in 2023 (Figure 11). The Project will improve travel time reliability for freight trucks carrying time-sensitive goods, such as fresh product, to freight facilities throughout the Central Valley and beyond. The Project will also improve local circulation, thereby reducing transportation burdens for

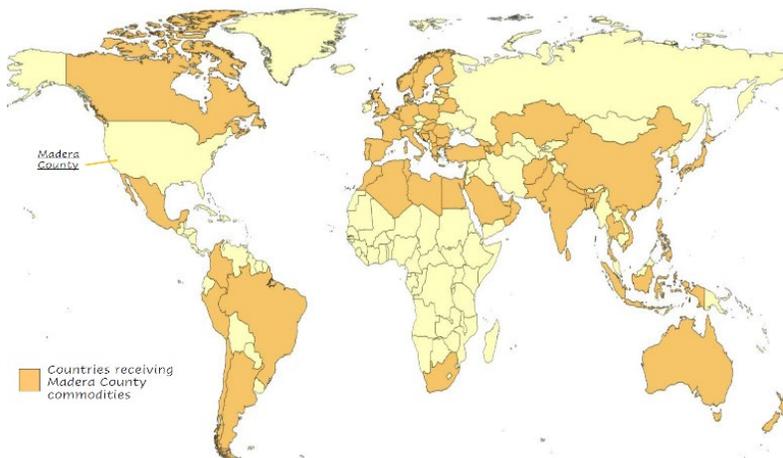


Figure 11: Global Reach of Madera Crops

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https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5641/chapter_4_action_element.pdf



local farmers transporting farm equipment and products across SR 99.

Madera County is home to a major freight cluster responsible for a large percentage of truck trips within the Central Valley to and from other regions in California³. The cluster consists of three agriculture-related businesses, four manufacturers, two major wholesalers/retailers, and a distribution center. This cluster relies on SR 99 for the movement of goods. Trucks in the Central Valley region can utilize a wider transportation network than rail and air, providing direct access to goods for transport from farms and ranches, processing and distribution centers, product deliveries, and other transport modes. Ultimately, the Project will support efficient goods movement from producers in Madera County, including rural areas of Chowchilla, to markets and intermodal facilities throughout the state and beyond.

Air Quality and Greenhouse Gases

The Project directly addresses GHG emission reduction and is included in the MCTC RTP/SCS (Link) and MCTC Air Quality Conformity Analysis (Link).

The Project promotes a mode shift from single occupancy vehicles to active modes. The Project improves operations at the SR 99/233 interchange, which will reduce vehicular and truck idling and associated emissions. The Project provides a shared use path along the SR 233 overcrossing providing a cross-town connection over SR 99. This will encourage greater walking and biking to reach local destinations.

Table 4 provides a comparison between Build and No Build conditions. With the Project, all emission categories are reduced based on the results of the Project's California Benefit-Cost Model (Cal-B/C).

Table 4: 20-Year Build and No Build Air Quality Impacts per Ton

Condition	CO	CO ₂	NO _x	PM10	SO _x	VOC	PM2.5
No Build	406	52,742	67	0.62	0.52	34.4	0.58
Build	315	32,454	49	0.26	0.32	25.2	0.25
Change	(91)	(20,288)	(18)	(0.36)	(0.2)	(9.2)	(0.3)

Source: SR 99/233 Interchange Performance Measures, 2024

Alignment with Climate Plans

Multiple stakeholders in the Project have prepared Climate Action Plans (Table 5). The Project aligns with strategies to reduce emissions by encouraging use of non-vehicular modes.

Table 5: State and Local Climate Planning

Agency	Plan	Key Elements
California State Transportation Agency	Climate Adaptation Plan for Transportation Infrastructure (CAPTI)	Reducing GHG emissions and providing active transportation infrastructure

³ https://www.kerncog.org/wp-content/uploads/2019/01/SJV_Goods_Movement_I5_SR99_2017.pdf



Agency	Plan	Key Elements
Caltrans District 6 (Includes Madera County)	2020 Adaptation Priority Report	Identifies climate hazards that impact transportation asset and mitigations
MCTC	Your Madera 2046 (MCTC 2022 RTP/SCS)	Objective 3: Improve environmental conditions through integrated planning of transportation and land uses and achieve state and federal air quality improvement mandates. Includes strategies to support multimodal transportation choice and access, zero-emission travel, and clean transportation options. The Project is listed in Appendix B, Table B-1 Streets and Roads (Link).
City of Chowchilla	2040 General Plan, Circulation Element	Policy CI 12.4: Provide safe and convenient environments for pedestrians and bicyclists...to reduce vehicular emissions. Policy CI 16.6: Continue efforts to reduce vehicle miles traveled (VMT) – such as through pedestrian and bikeway improvements, streetscape design to promote non-vehicle transportation...to reduce automobile traffic and GHG emissions.

The Project aligns with multiple strategies listed in the MCTC 2022 RTP/SCS to shift the single-occupancy transportation paradigm. The Project improves the active transportation network in the City, making non-motorized transportation a viable choice. The Project includes VMT mitigation measures to support shared ride vanpool programs designed to get people to employment destinations (see [Vehicle Miles Traveled](#)).

Community Engagement

Identification

According to [CalEnviroScreen \(CES\) 4.0](#), the Project is classified as a disadvantaged community. Project census tracts 6039000202 (2.02) and 6039000300 (3.00) rank in the



82nd and 75th percentiles for overall CES scores, respectively. This indicates that the Project area has relatively high pollution burdens and population sensitivities.

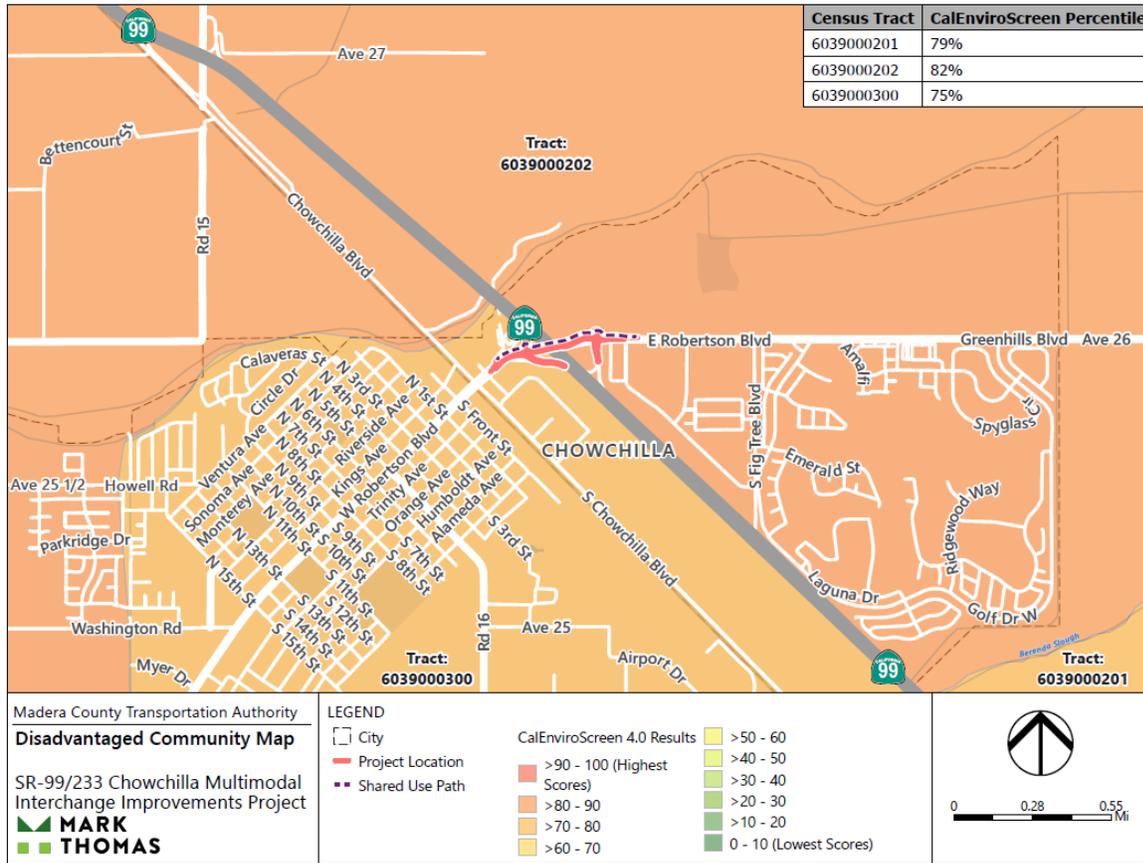


Figure 12: Disadvantaged Communities Map

The Project area is associated with poor air quality due to high levels of pollution. The tracts rank in the 77th percentile for Ozone. Census tract 2.02 ranks in the 91st percentile for pesticides and 97th percentile for groundwater threats. Tract 3.00 ranks in the 85th percentile for Particulate Matter 2.5 and 84th percentile for groundwater threats. Table 6 below provides additional information on CES indicators for the Project area.

Table 6 - CalEnviroScreen Indicators for Project Census Tracts (Percentiles)

Census Tract	Pollution Burden	Ozone	PM 2.5	Pesticides	Groundwater Threats	Cardiovascular Disease	Unemployment
2.02	87	77	59	91	97	100	89
3.00	78	77	85	71	84	100	51

Source: CES 4.0

As shown in the table above, the Project area is associated with high rates of cardiovascular disease and high unemployment. The Project will provide active transportation infrastructure, which will encourage mode shift away from vehicles. This will improve public health outcomes for disadvantaged community members by reducing vehicular emissions and encouraging greater use of active modes.



As discussed under [Accessibility](#), the Project is in census tracts associated with transportation insecurity due to poor transportation access and safety, as well as high transportation cost burden. The Project implements safety improvements at ramp termini and provides dedicated facilities for active roadway users to travel along SR 233 through the interchange. The bicycle and pedestrian facilities will expand low-cost mobility options and reduce the transportation cost burden for low-income residents. The Project will enhance connectivity to local businesses, services, and transit stops, expanding access to opportunity in the disadvantaged community.

Engagement

The public has been actively engaged in the Project development process since 2012. Outreach efforts have been conducted for the SR 233 Corridor Study, 2022 MCTC Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), City of Chowchilla 2022 Local Roadway Safety Plan, and MCTC Active Transportation Plan (ATP).

SR 233 Corridor Study

The [SR 233/Roberston Boulevard Corridor Planning Study and Downtown Master Plan](#) involved the development of a Public Participation and Outreach Plan to establish project awareness and understanding, obtain diverse community participation, solicit and receive input on the project, establish community trust, and meet community needs. MCTC, the City of Chowchilla, and Caltrans District 6 invited Madera County and Chowchilla residents, business-owners, truck operators, employees, and community groups to become engaged in the Project. Targeted outreach was conducted to capture groups who may be underrepresented due to disabilities, socioeconomic status, limited English proficiency, and ethnicity/race.

Major outreach tools included a project website, online surveys, social media posts, pop up events, community workshops, and walkshops, and flyer postings (see Figure 13).

Two community workshops were held. The first community workshop was held on September 12, 2019, at Chowchilla City Hall. The community reviewed the existing conditions analysis and provided input on major issues along the SR 233 corridor. The public identified the need for bicyclist improvements to the bridge overcrossing.



Figure 13: Community Workshop Flyer



Congestion/traffic queuing at the SR 99/233 interchange was also identified as a safety concern.

The second public workshop was held virtually on August 18, 2020. The workshop provided conceptual design alternatives for discussion and feedback. The public identified the need for sidewalk improvements to provide connectivity. Concerns around ADA compliance, pedestrian and bike improvements at the intersection of Robertson Boulevard with SR 99 were also highlighted.

Recently, the community has been engaged in the complementary Capital Preventative Maintenance (CAPM) project. On April 30, 2024, Caltrans hosted a virtual public meeting to present the purpose and need for the project, introduce the project alternatives, answer questions, and receive public comment.

Your Madera 2046

During development of Your Madera 2046, the 2022 MCTC RTP/SCS outreach efforts included developing and maintaining a bilingual website, bilingual social media posts, bilingual surveys, interactive mapping tools, and bilingual presentations. The website consolidates all project related information, materials, and event information for the public to utilize.



Figure 14: Bilingual Social Media Post

Three virtual community meetings and four in-person meetings were held. A variety of stakeholders were engaged, including the City of Chowchilla, Chowchilla Elementary, Chowchilla Union High School, and Chowchilla Medical Center of Madera Hospital. The interactive mapping tool, Social Pinpoint, was used to collect location-specific feedback, comments, and ideas for the project. To accommodate participants with limited-English proficiency, translation services were provided.

A community meeting was held at the Chowchilla Library on April 12, 2022. The public identified the need for construction of new sidewalks and bicycle facilities. The public also voiced concern regarding speeding and safety.

City of Chowchilla 2022 Local Roadway Safety Plan

The City's Local Roadway Safety Plan (LRSP) was developed to address public safety concerns and reflect community needs and priorities. The LRSP presents strategies and actions to reduce fatal and serious collisions. To improve intersection safety, the City will conduct public information and education campaigns for intersection safety laws regarding traffic lights, stop signs, and turning left or right. To improve pedestrian safety, the City will provide pedestrian safety campaigns and outreach to raise awareness of pedestrian safety needs through media and public events.



Madera Active Transportation Plan

During development of the [Madera County Active Transportation Plan \(ATP\)](#), community engagement was conducted from December 2016 through October 2017. Outreach methods included an interactive online mapping tool, online surveys, stakeholder focus groups, local agency meetings, and pop-up public input stations. Public feedback was sought to inform the planning and delivery of cycling and walking infrastructure. The Planning team provided information about the ATP development at the First 5 Madera County Week of the Young Child on April 17, 2017, at Veteran's Memorial Park in Chowchilla. Fifteen members of the public visited with the planning team. The need for bicycle facilities on the SR 233 overpass was identified by a resident via comment card.

Outcomes

The Project scope was directly informed by community input and priorities. After multiple community workshops, online surveys, Stakeholder Advisory Committee meetings, and various community member discussions, a list of community identified needs and priorities was developed and synthesized to inform the Project conceptual design alternatives.

As discussed above, public concerns around congestion, traffic queuing, ADA compliance, and active transportation improvements at the intersection of SR 233 with SR 99 were considered. The Project directly addresses these community-identified needs. The installation of roundabouts will provide traffic calming measures to reduce congestion and improve safety for active roadway users. The Project provides accessible bicycle and pedestrian facilities for users of all abilities to reach their destinations. The Project improvements will work together to establish SR 233 as a multimodal corridor where people can easily access safe, convenient, and connected non-motorized modes of travel. This will provide significant public health and safety benefits for low-income and disadvantaged residents.

Impacts

The Project will not have any disparate impacts based on race, color, socioeconomic status, gender, sexuality, disability status, or national origin. The bicycle and pedestrian improvements will be ADA-compliant and provide accommodation for handicapped individuals. The Project does not displace any residences.

As discussed previously, MCTA, Caltrans, and the City of Chowchilla have conducted extensive community engagement throughout all stages of project development. MCTA, the City, and Caltrans will continue to engage the surrounding residents and businesses during construction to ensure community awareness of road closures and ensure that any concerns are addressed.

Cost Effectiveness

The Cal-B/C model for the Project was conducted using the corridor version of the California Lifecycle Benefit/Cost Analysis (Cal-B/C v8.1 Corridor). Four primary categories of user benefit were estimated using the Cal-B/C model: travel time savings, vehicle operating cost savings, emissions reductions, and collision reductions. Cal-B/C Corridor estimates these benefits from changes in vehicle hours of travel (VHT), VMT,



truck volumes, and avoided collisions. Below is a brief description of the key inputs in the Cal-B/C model.

- Caltrans Traffic Count Data for SR 99 at the interchange and SR 233 from Chowchilla Boulevard to Montgomery Lake Way.
- Average vehicle speeds were developed using the Madera County Transportation Commission Regional Travel Demand Model.
- The Project length was estimated using an exhibit of the Project limits and Google Earth.
- Vehicle Miles Traveled (VMT) was provided by the VMT Mitigation Proposal document.
- The Vehicle Hours Traveled (VHT) was calculated by dividing the VMT by the average vehicle speed.
- An Average Vehicle Occupancy value of 1.67 was used in alignment with USDOT's 2022 Benefit Cost Analysis guidelines.
- Collision data from January 2019 to December 2023 was pulled from the Transportation Injury Mapping System (TIMS).
- FHWA Crash Modification Factors (CMF) Clearinghouse countermeasures were used for injury reduction factor (see [Safety](#)).

The Project life was 20 years, with construction beginning in 2027 and Project opening in 2028. The model compares the Build and No-Build scenarios for 2028 and 2048 analysis years.

As shown below, the Project results in an economic benefit of \$213,738,603 over 20 years for corridor users. This is a benefit cost ratio of 7.45:1. Detailed information documenting the calculations and studies for the additional Project benefits is found in the Appendix.

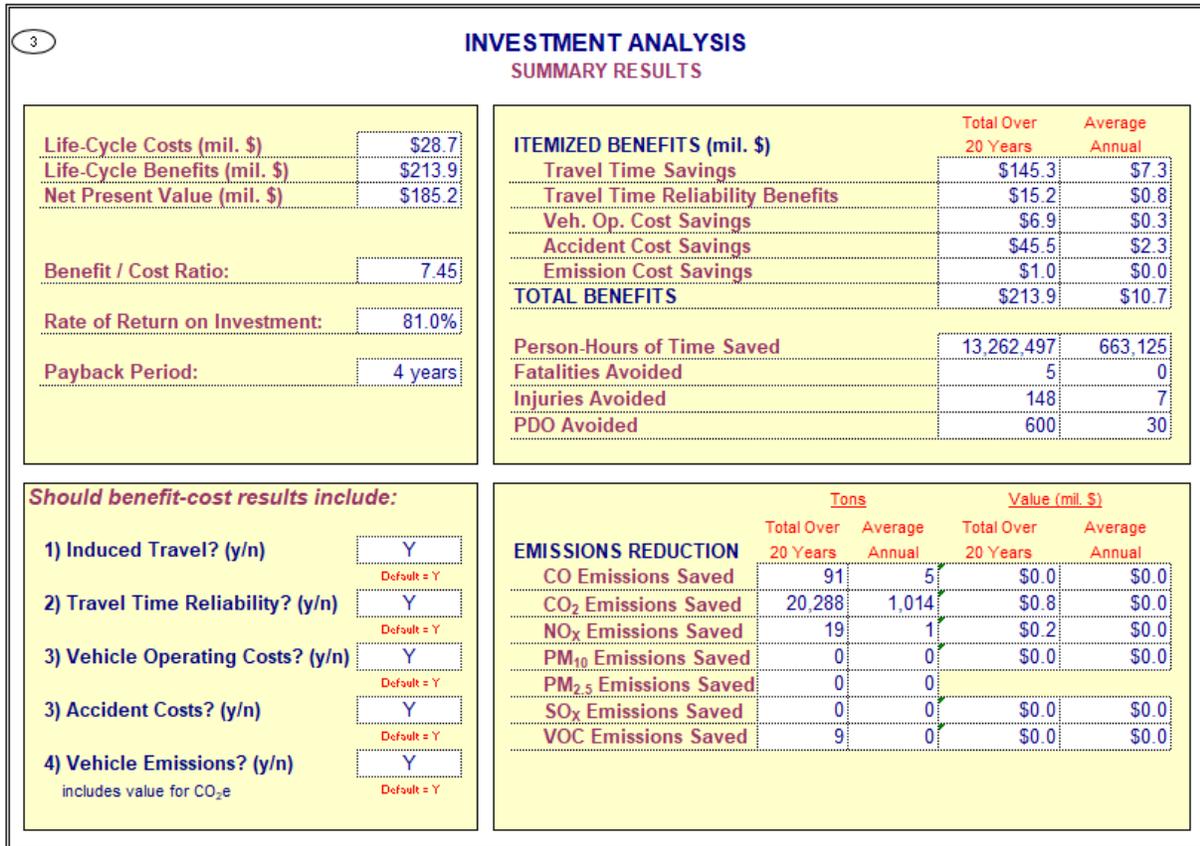


Figure 15: Cal-B/C Results

Deliverability

Project design and right of way phases are underway. Final design will be completed by July 2026 and right of way certification will be completed by June 2026.

The following schedule lists all the major milestones for completion of the Project.

Table 7: Project Milestone Schedule

Project Milestone	Start	End
PA&ED	September 2022	August 2023
PS&E	September 2023	July 2026
ROW	November 2024	June 2026
CON	January 2027	June 2028

Leveraged Funds

The Project has \$21 million in committed funding from Madera County's Measure T Regional Program, \$300,000 from Caltrans Minor B State Highway Operations and Protection Program (SHOPP), and 1.9 million from City of Chowchilla's Developer Impact Fee Program. The Project was recommended to receive \$4 million in Community Project Funding by Congressman Duarte and is in the draft appropriations bill ([Link](#)). The Project leverages funds above the required one-to-one match in the Construction Phase.



Safety

A safety analysis was conducted for the Project using the Transportation Injury Mapping System (TIMS). From 2019-2023, the Project area experienced 21 collisions, one involving a pedestrian (see Table 8). Eight collisions resulted in injuries, including one serious injury.

Table 8: Project Area Collisions, 2019-2023

Collision Type	Count	Percentage
Sideswipe	3	14%
Read End	5	24%
Broadside	3	14%
Hit Object	7	33%
Overtuned	2	10%
Vehicle/Pedestrian	1	5%
Total	21	100%

Source: TIMS Collision Data for January 1, 2019 through December 31, 2023

The 2022 LRSP identified that vehicle-pedestrian collisions are concentrated along the SR 233 corridor. Most collisions happen at night. In the City, 99% of crashes occur at intersections and 1% occur on roadway segments.

To reduce fatal and serious injuries at intersections, the LRSP recommends installing roundabouts. Roundabouts are an FHWA Proven Safety

Countermeasure; conversion of a two-way stop-controlled intersection to a roundabout reduces fatal and serious injuries by 82%.⁴

Table 9 presents proven safety countermeasures included in the Project and their associated Crash Reduction Factor (CRF) and expected life:

Table 9: Project Safety Countermeasures

ID	Countermeasure	CRF	Expected Life
11246	Install Sidewalk	40%	20 Years
4123	Install High-Visibility Crosswalk	40%	20 Years
1283	Install Lighting at Interchanges	50%	20 Years
9156	Convert Intersection to Roundabout	72%	20 Years
9786	Convert 2-Lane Undivided to 4-Lane Divided Road	75%	20 Years

Source: [CMF Clearinghouse](#)

According to the Cal-B/C, the Project will result in \$45,542,817 in accident cost savings over the life of the Project. The Project will reduce the number and rate of fatalities and serious injuries, as shown in the table below.

Table 10: Safety Performance Metrics, 2028-2048

Metric	Build	No-Build	Change
Number of Fatalities	0.15	0.8	(0.65)
Number of Serious Injuries	3.1	17.8	(14.7)
Rate of Fatalities	3.1	7.7	(4.6)
Rate of Serious Injuries	69	170	(101)

⁴ (CMF ID: [211](#), [226](#)) AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).



Source: SR 99/233 Chowchilla Multimodal Interchange Performance Measures, 2024

The Project will construct two roundabouts at the SR 99 ramp termini to lower vehicle speeds and reduce conflict points. This will create a safer, more suitable environment for walking and biking. To further improve pedestrian and bicyclist safety, the roundabouts will be installed with enhanced lighting, median crossing islands, and crosswalk visibility enhancements. Wider edge lines and enhanced Intelligent Transportation Systems elements will also be implemented. The CAPM project will complement Project improvements and further enhance pedestrian safety through the provision of bulb-outs and flashing beacons.

System Preservation

The Project is programmed in the SHOPP, the State Highway System's (SHS) fix-it-first program that funds the repair and preservation, as well as safety and operational improvements, on the SHS. The Project will have a 40-year design life with a pavement section of either Continuously Reinforced Concrete Pavement or Hot Mix Asphalt with a wear surface of Rubberized Asphalt. The Project will increase the Pavement Condition Index and Bridge Condition Rating for Bridge Deck, Superstructure, Substructure. The sign of this structural section accounts for the higher-than-average volume of heavy truck traffic along this corridor. In addition to more robust pavement, the roadway will include stormwater collection and conveyance systems to drain the road surface and prevent saturation of the road base.

The Project is also within the limits of a CAPM project, located on SR 233 from Avenue 24 1/2 to SR 99. The CAPM project will repair the distressed pavement and improve multimodal mobility and accessibility by resurfacing the highway, updating curb ramps to current ADA standards, and make complete streets improvements. The Project will upgrade Transportation Management System (TMS) elements including Class II bicycle lanes, ADA curb ramps, bulb-outs, parking bays, enhanced visibility crosswalks, lighting, sidewalks, flashing beacons, and broadband.

The Project will complement Caltrans' investment in the CAPM project. The Project's active transportation infrastructure will connect directly to upgraded facilities. Project improvements to interchange operations will extend the useful life of the pavement, improve travel time reliability, and improve the overall transportation system. The Project facilities will be regularly maintained and rehabilitated to extend the service life and reduce major rehabilitation costs.

Transportation, Land Use, and Housing Goals

Regional

Madera County 2022 RTP/SCS

The Project is consistent with the goals and objectives of the Madera County 2022 RTP/SCS. The Project is identified as a priority improvement within the county ([pg. 4-16](#)).



The Project is a Tier 1 project in the Measure T Regional Program⁵. The Project is important to Chowchilla residents as it is the primary connector between the east and west sides of town. The Project is a direct response to community-identified need to increase safety of all modes through the SR 99/233 interchange.

The Project aligns with the 2022 RTP/SCS Goals as shown in the table below.

Table 11: Madera County 2022 RTP/SCS Goals

Goal	Alignment
Improve Quality of Life	The Project provides increased access to jobs, education resources, housing, and recreational facilities by providing safe, multimodal facilities for all road users.
Raise Economic Prosperity	The Project will create 882 new jobs. The Project will improve mobility and non-motorized access for low-income residents to education and new job opportunities. The Project will increase access to 15,810 jobs and 38 key destinations. The Project will improve local circulation and operations at the interchange, improving travel time reliability of freight and goods movement. This will enhance economic viability and attract new investment in the region.
Cultural Diversity	The Project respects the needs of the community and facilitates a range of transportation modes.
Promote Public Health and a Cleaner Environment	The Project provides low-carbon transportation options to encourage mode shift from vehicle to walking and bicycling. Roundabouts will enhance travel flow through the intersections and reduce idling, thereby reducing emissions and improving air quality.

The Project supports 2022 RTP/SCS objectives and strategies. The Project will improve mobility and provide equitable access to convenient transportation options for all road users. New bicycle and pedestrian facilities will be ADA-compliant and connect to the existing active transportation network. The Project supports higher density land uses and plans for affordable housing development by increasing walkability along the SR 233 corridor. The Project improves the safety of active road users along a regionally significant truck route. The Project supports the safe and efficient movement of people and goods and increases economic vitality. The Project will reduce emissions and provide environmental benefits by improving air quality.

Local

City of Chowchilla Housing Element

During the development of the [City of Chowchilla 2024-2032 Housing Element](#), the community was engaged to identified housing needs, constraints, barriers, and opportunities. The community identified the need for locally based jobs, services, amenities, and resources, as well as more affordable housing.

The lack of housing diversity and unit mix negatively impacts more vulnerable populations like youth aging out of foster care, individuals and families experiencing homelessness, and seniors. Individuals exiting foster care cannot find small, affordable units in Chowchilla and must go to Madera, Fresno, or Stockton. Families experiencing homelessness who want to keep their children in Chowchilla schools are living in their

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https://www.maderactc.org/sites/default/files/fileattachments/measure_t/page/1601/strategic_plan_2021_r.pdf



cars or in motels. Senior citizens living on fixed incomes struggle to afford homeownership and provide for themselves as they age.

The community identified SR 233/Robertson Boulevard as the optimal focus area for future investments. The SR 233 corridor provides a hub for socioeconomic opportunities. The community recommended increasing the allowed density along the corridor to reduce vehicle miles traveled, create walkable neighborhoods with access to transit, services, amenities, and resources.

In response to community needs and concerns, the City will recruit and assist developers to create affordable and special needs housing. The City will also increase density for affordable projects that qualify under the state Density Bonus Law. The City will support efforts to rehabilitate existing housing stock and reduce parking and open space requirements, allowing higher density land uses.

The City currently has seven affordable housing complexes. There are 45 Section 8 Apartments and 327 low-income housing units. The City developed the Cottage Home Program, or Accessory Dwelling Unit (ADU) Program, to streamline the process to encourage infill residential development and increase housing production to meet the City's housing demand goals as set forth by the California Department of Housing and Community Development. This program also expands affordable housing options and introduces a new source of potential income for property owners who choose to construct a cottage home and utilize it as rental property.

The City submitted its Housing Element annual progress report to the State of California on September 11, 2024. The Project will consider pursuing a full Prohousing Designation after receiving LPP funding.

Vehicle Miles Traveled

The Project provides regional benefits for travel time reliability and savings. According to the Cal-B/C, the Project will result in 13,262,497 Person Hours of Travel Time Saved over 20 years. This will provide \$260,143,888 in travel time benefits and \$15,180,579 in travel time reliability cost savings. Additionally, the Project will reduce vehicle operating costs by \$6,890,176 over 20 years.

A traffic analysis was prepared to determine the ADT, VMT, and VHT impacts at the SR 99/233 interchange. The Project promotes a mode shift to active transportation, reduces congestion, and reduces delays. Table 12 below compares with the Project and without Project scenarios for 2028 and 2048.

Table 12: Project and No Project Transportation Performance Measure Comparison

Performance Measure	2028			2048		
	Project	No Project	Change	Project	No Project	Change
ADT	27,250	20,680	(6,570)	32,580	39,150	(6,570)
VMT	7,732	9,532	(1,800)	12,248	14,048	(1,800)
VHT	291.7	718.8	(427)	426.6	2,126	(1,699)

Source: SR 99/233 Chowchilla Multimodal Interchange Performance Measures, 2024

Through the provision of active transportation infrastructure, the Project will encourage mode shift and reduce VMT by 1,800 daily miles over the life of the Project. A VMT Mitigation Plan has also been developed for the Project and is included in the



appendix. Proposed mitigation measures include the funding of a vanpool program and a two-way bike track.

The Project proposes to provide funding for the expansion of the CalVans vanpool program from SR 99/Herndon Avenue to the Valley State Prison (VSP) and the Central California Women’s Facility (CCWF). Additionally, the Project proposes to fund an active transportation element identified as Alternative 6 in the SR 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan. Funding would go to the existing Chowchilla Capital Preventative Maintenance (CAPM) program (see [System Preservation](#)) and the construction of a two-way bike track would be added to the scope. These proposed measures would significantly reduce VMT and reduce emissions.

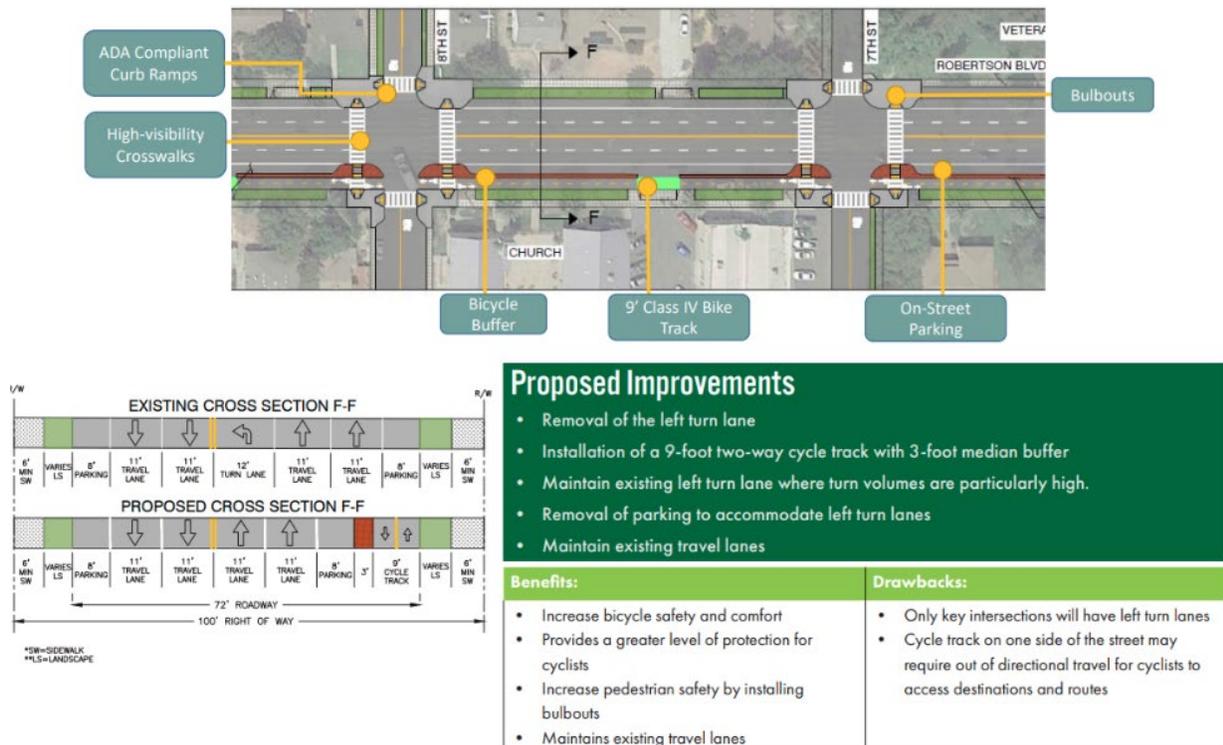


Figure 16: Alternative 6 - Two-Way Bike Track



G. Other Project Information Areas

Climate Change Resilience and Adaptation

The Caltrans District 6 Climate Change Vulnerability Assessment identifies changes in temperature and precipitation as climate change impacts in the Project area. The San Joaquin Valley has hot, dry summers. In recent years, summers have gotten hotter and longer, with triple-digit temperatures lasting longer than one week. Extended periods of high temperatures can increase the buckling and rutting of roads. Higher temperatures, changing precipitation patterns, and extended periods of drought increase the risk of wildfire.

According to First Street data, 99% of all properties in Chowchilla have a risk of being affected by wildfire over the next 30 years. As shown in Figure 17, Chowchilla overall has an extreme risk of wildfire.

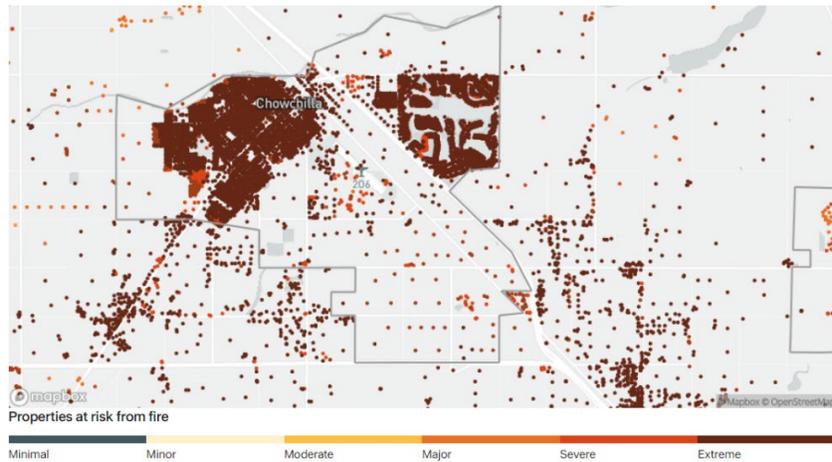


Figure 17: 30-Year Wildfire Risk in Chowchilla

The [Caltrans District 6 2020 Adaptation Priorities Report](#)

discusses risk posed to pavement binder grade caused by extreme heat.

Pavement binder holds the aggregate materials in

asphalt together; when temperatures become too hot, the binder can become pliable and deform under the weight of traffic. After wildfires burn, the ground becomes less hard and therefore less capable of absorbing water. As a result, the aftermath of wildfire can increase flood flows.

The Project addresses these climate risks by providing a robust pavement section to withstand the impact of higher-than-average heavy truck traffic along the corridor. The Project facility will have a 40-year design life with a pavement section of either Continuously Reinforced Concrete Pavement or Hot Mix Asphalt with a wear surface of Rubberized Asphalt. The roadway will include storm water collection and conveyance systems to drain the road surface and prevent saturation of the road base.

The Project also provides Complete Streets improvements to encourage mode shift from vehicle to active transportation. Greater use of active modes will reduce the wear and tear on the roadway, as well as reduce vehicular emissions and improve air quality.

Protection of Natural and Working Lands, and Enhancement of the Built Environment

The Project considers the impacts of land use and the built environment to provide a transportation solution to promote safe transportation design. The Project will connect existing bicycle and pedestrian infrastructure on the east and west sides of SR 99, linking



Chowchilla residents to key community destinations and services. The Project will close a critical gap in the local bicycle network, connecting existing bicycle facilities on either side of SR 99. These facilities will be utilized by students, teachers, and parents travelling to school, as well as employees accessing jobs.

The Project will be constructed primarily within the existing footprint of the current facility. Approximately 4.1 acres will be converted from vacant land and commercial uses to transportation use. The Project does not require acquisition of any agricultural or farmlands.

The Project will remove only those trees and shrubs required for the construction of new roadway facilities. The Project will avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems. The Project will include replacement planting and additional aesthetic elements to provide color, texture, and visual interest to the landscape.

Public Health

As discussed under [Community Engagement](#), pedestrian and bicycle access are primary community-identified concerns in the Project area. More specifically, the community expressed the need for safe active transportation facilities on SR 233 at the SR 99 interchange to facilitate non-motorized travel to and from opposite sides of the City. The Project represents a Complete Streets solution that eliminates transportation barriers, increases safety, and improves public health. Project improvements will provide a safe, comfortable facility for all road users to travel across SR 99. The Project removes conflicts between vehicles and bicyclists and pedestrians by providing a dedicated facility for active transportation. The construction of roundabouts will calm traffic and improve safety for the most vulnerable roadway users.

The Project area is characterized by high levels of pollution (see [Community Engagement](#)). This results in negative impacts to air quality, increasing the risk of respiratory illnesses for surrounding residents. Both Project census tracts rank in the top 25% of disadvantaged communities in the State, according to CalEnviroScreen. Tract 2.02 ranks in the 87th percentile for pollution burden, and tract 3.00 ranks in the 85th percentile for PM_{2.5}. Air pollution can make asthma symptoms worse and trigger attacks. Tracts 2.02 and 3.00 rank in the 65th and 66th percentiles for asthma. Both tracts also rank in the 100th percentile for cardiovascular disease.

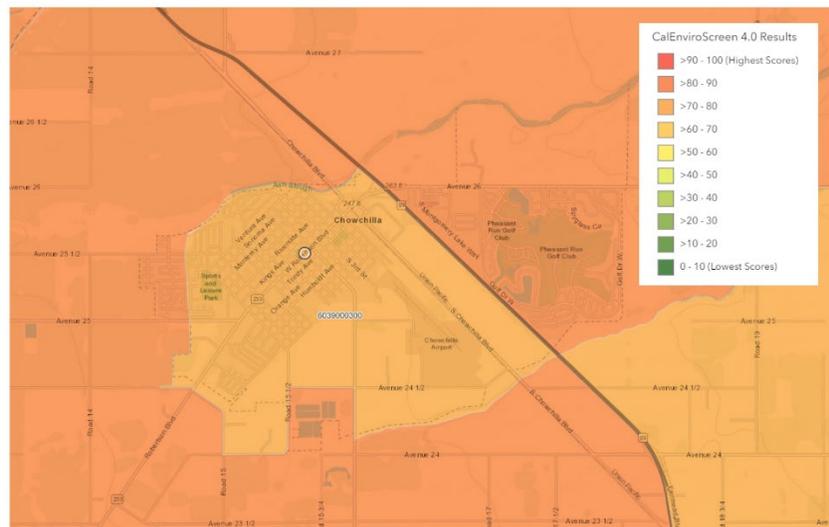


Figure 18: CalEnviroScreen 4,0 Results, Chowchilla



The Project will address public health concerns in the Project area by reducing emissions and improving air quality. Operational improvements at the interchange will decrease vehicular idling and associated emissions. Additionally, the investment in active transportation facilities will encourage a mode shift from vehicular travel, further reducing emissions. Improvements in local air quality will improve quality of life for those struggling with asthma and reduce the risk of developing respiratory illness. Greater use of walking and biking to reach destinations will improve physical health and lower the risk of cardiovascular disease.

All local health care facilities are located to the west of SR 99, including the City's urgent care facility. The Project will enhance access for residents on the east side of the City to reach urgent care and medical offices on the west side. The Project will directly improve access to Camarena Health Center, which is located adjacent to the SR 99 southbound on-ramp, as well as Community Health Centers of America and RAN Health Services, which are located near the interchange on West Robertson Boulevard at S. Front Street. The nearest emergency room is Mercy Medical Center in Merced. The Project will reduce congestion and improve emergency response times for ambulances transporting individuals out of the City to Merced.

One of Madera County's three Women, Infant and Children (WIC) Programs is located within ½ mile of the interchange along Robertson Boulevard. WIC is a supplemental nutrition program that helps pregnant women, new mothers, and young children eat well and stay healthy. The program offers nutritional education, supplemental foods, breastfeeding assistance, and referrals for medical care and other services. The Project will enable mothers and children to more easily and safely access these services.



Figure 19: WIC Logo



H. Funding

Funding Table

MCTA seeks \$13 million in LPP funds to complete the construction phase. This request accounts for 32.12% of the total Project cost. To date, \$9,161,000 has been secured in Measure T funds for environmental, design, and right of way phases. The remaining funds for construction will include \$12,100,000 from Measure T, \$1,900,000 from City Developer Impact Fees, \$4,000,000 from federal Community Project Funding, and \$300,000 from SHOPP Minor B.

Table 13: Project Funding Table

Phase	FY of Allocation	Amount	Funding Source	Committed or Uncommitted
PA&ED	22/23	\$1,900,000	Measure T	Committed
PS&E	23/24	\$3,900,000	Measure T	Committed
ROW Support	24/25	\$950,000	Measure T	Committed
ROW	24/25	\$2,411,000	Measure T	Committed
CON Support	26/27	\$1,900,000	Measure T	Committed
CON Support	26/27	\$200,000	City Developer Impact Fee	Committed
CON Support	26/27	\$2,100,000	LPP	Uncommitted
CON	26/27	\$10,200,000	Measure T	Committed
CON	26/27	\$1,700,000	City Developer Impact Fee	Committed
CON	26/27	\$300,000	SHOPP Minor B	Committed
CON	26/27	\$4,000,000	Community Project Funding (Federal)	Uncommitted
CON	26/27	\$10,900,000	LPP	Uncommitted
TOTAL		\$40,461,000		

Cost Estimates

MCTA has prepared cost estimates, as shown above, with sufficient contingencies. The cost has been escalated to the year of construction – 2027. This is affirmed by MCTA's Executive Director signing the cover letter.

Required Match

The Project exceeds the 50% matching requirement. The Project has \$14,300,000 (52.96%) in matching funds for construction from Measure T, City Developer Impact Fees, and SHOPP Minor B.

Total Project Cost

The total cost of the Project is \$40,461,000.

Uncommitted Funds

The LPP requested funds and the federal Community Project Funding funds are the uncommitted funds on the Project.



Cost Overruns

The Project estimate includes contingencies to cover unexpected cost overruns. MCTA will absorb any cost overruns and will allocate Measure T funds. The City may also provide local development impact fees, if necessary.

Contracts

The Project will require one contract for the Construction phase.

Federal Discretionary Grant Funds

To date, the Project does not have any committed discretionary federal grant funds. However, there are uncommitted Community Project Funding funds with a high probability of becoming committed.



I. Other

Interagency Cooperation

The City of Chowchilla, MCTA, and Caltrans have successfully collaborated to complete the environmental phase of the Project. All agencies are fully committed to delivering this critical project, as evidenced by local and state investment in the Project.

- **City of Chowchilla:** The Project is a priority for the City.
- **MCTA:** MCTA is the transportation sales tax authority for Madera County. MCTA is responsible for collecting Measure T sales tax and allocating funds towards transportation improvements. MCTA has allocated Measure T funds to the Project.
- **Caltrans:** Caltrans has operations and maintenance responsibilities for the State Highway System. The agency signed the cover letter indicating commitment to Project implementation.

The State Highway Impact Assessment Form was provided to Caltrans and is included as an Appendix.



STAFF REPORT
Board Meeting of January 21, 2026

AGENDA ITEM: 11-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Election of Officers: Election of Chairperson and Vice Chairperson for Calendar Year 2026

Enclosure: No

Action: Elect a Chairperson and Vice Chairperson for the 2026 calendar year

SUMMARY:

The MCTC Policy Board is required to elect a Chairperson and Vice Chairperson for the 2026 calendar year, with terms ending December 31, 2026, at the first meeting held subsequent to December 31, 2025.

Consistent with Board precedence, the position of Chairperson for 2026 is offered to the current Vice Chair (Madera County representative). In addition, the position of Vice Chairperson is traditionally offered to the next agency in rotation. Board practice indicates that the Vice Chairperson be a city representative, with city representation rotating between the two jurisdictions. Based on this rotation, the City of Chowchilla would be next in line for Vice Chairperson.

FISCAL IMPACT:

No fiscal impact on the approved 2025-26 Overall Work Program and Budget.