



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/81817724172?pwd=IjwcoX8C5uTdzjg8G6ekWeH2gzocxJ.1>

Webinar ID: 818 1772 4172

Passcode: 202913

Telephone: US: +1 669 900 6833

DATE

March 19, 2025

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

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. Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

4-B. Senator Padilla Fiscal Year (FY) 2026 Congressionally Directed Spending (CDS) Requests

Enclosure: No

Action: Information and Discussion Only

4-C. February 2025 edition of *The Commission Vision*

Enclosure: No

Action: Information and Discussion Only

[4-D.](#) Unmet Transit Needs Update

Enclosure: Yes

Action: Information and Discussion Only

[4-E.](#) MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 3 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

[4-F.](#) MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 4 – (Type 1 – Administrative Modification)

Enclosure: Yes

Action: Ratify

[4-G.](#) California Air Resources Board Extended Timeline for Senate Bill 375 Guidelines and Target Setting

Enclosure: Yes

Action: Information and Discussion Only

[4-H.](#) San Joaquin Joint Powers Authority 2025 Draft Business Plan

Enclosure: No

Action: Information and Discussion Only

5. TRANSPORTATION ACTION/DISCUSSION ITEMS

[5-A.](#) State Route 233 Corridor Plan - Final

Enclosure: Yes

Action: Information and Discussion Only

[5-B.](#) Rural Counties Task Force: Rural Induced Demand Study

Enclosure: No

Action: Information and Discussion Only

[5-C.](#) State Legislative Outlook, Madera Advocating Day in Sacramento Recap, and SJV Regional Policy Council Valley Voice Trip Recap

Enclosure: Yes

Action: Support staff recommendation on Bills of Interest – SUPPORT: AB 259 (Rubio), AB 289 (Haney), AB 891 (Zbur), SB 71 (Wiener), SB 239 (Arreguin), SB 752 (Richardson); and OPPOSE: AB 267 (Macedo), AB 1058 (Gonzalez), AB 1268 (Macedo)

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

6-A. **Action:** 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 – February 19, 2025

Enclosure: Yes

Action: Approve February 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.

[9-A.](#) FY 2025-26 Measure T Estimated Allocation

Enclosure: Yes

Action: Information and Discussion Only

10. AUTHORITY – ACTION/DISCUSSION ITEMS

10-A. Measure T Citizens' Oversight Committee Member Appointment

Enclosure: Yes

Action: Appoint Santos Garcia to serve as a Committee member representing Supervisorial District 4

OTHER ITEMS

11. MISCELLANEOUS

11-A. Items from Staff

11-B. Items from Caltrans

11-C. 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 March 19, 2025

AGENDA ITEM: 4-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Notice of Funding Opportunities

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

All Federal grants, including transportation grants, can be found at [grants.gov](https://www.grants.gov). To find transportation related funding opportunities select "All Department of Transportation" under the "Agency" menu on the left-hand side.

The programs listed in the table below have released a Notice of Funding Opportunity (NOFO). This timeline is subject to change.

Active & Upcoming Notices of Funding Opportunities (NOFOs)

Program	Due Date
Bridge Investment Program	8/1/25
Bridge Projects	11/1/25
Planning and other Bridge Projects	10/1/25
Rural and Tribal Assistance Pilot Program Amended Notice of Funding	4/17/25
Bus Programs: Buses and Bus Facilities Competitive Grants; Low or No Emissions (Bus) Grants (Spring 2025)	
All Stations Accessibility Program (Spring 2025)	
Safe Streets and Roads for All (Summer 2025)	

[Pilot Program for Transit Oriented Development](#)
(Summer 2025)

[Congestion Relief Program](#) (Summer 2025)

[Strengthening Mobility & Revolutionizing Transportation](#)
(SMART) (Summer 2025)

[Charging & Fueling Infrastructure Grants \(Community &](#)
[Corridor charging\) & NEVI](#) (Fall 2025)

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 4-B

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Senator Padilla Fiscal Year (FY) 2026 Congressionally Directed Spending (CDS) Requests

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The information provided below is current as of March 14, 2025.

Senator Padilla's Fiscal Year (FY) 2026 Congressionally Directed Spending Request Forms are now LIVE. For the Transportation, Housing, and Urban Development form [click here](#).

The deadline for all requests is 9:00pm Eastern on March 31st. *All deadlines are subject to change based on guidance from the Senate Appropriations Committee. Late applications will not be accepted.*

The President's FY 2026 Budget Request or FY 2025 enacted spending levels are not yet available, Senator Padilla will be launching Programmatic request forms at a later date yet to be determined.

The Senator's office recommends that agencies use the [FY 2025 guidance](#). Based on the information currently known, it is expected that the CDS process and eligibility criteria will be like previous years – although all aspects are subject to change based on any updated Appropriations Committee guidance that is received in the coming weeks.

The Senator's office requires that all CDS requests have demonstrated support from both local community government leaders as well as broader regional government leaders.

The Senate voted 54-46 to pass the *Full-Year Continuing Appropriations and Extensions Act, 2025* ([H.R. 1968](#)), sending the measure to President Donald J. Trump's desk for signature before current funding expires at midnight March 14, 2025. The President is expected to sign the measure, per the [Statement of Administration Policy](#) dated March 11, 2025. Once enacted, the Continuing Resolution (CR) will keep the government funded through September 30, 2025, at largely enacted levels of spending.

If the CR is enacted, it is encouraged to resubmit your project again for FY26 funding, should the project still be feasible/relevant. If an agency decides to resubmit a FY25 project again for the FY26 process, the agency may resubmit the same letters of support secured last year.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 4-C

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

February 2025 edition of *The Commission Vision*

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The February 2025 edition of *The Commission Vision*, MCTC's quarterly electronic newsletter, is now available! The newsletter highlights key updates on events, reports, and transportation projects across the Madera County Region and San Joaquin Valley. This edition features details on the annual unmet transit needs process, the 2026 Regional Transportation Plan and Sustainable Communities Strategy update, and Caltrans' new Engagement Portal.

Individuals who wish to stay informed about regional planning efforts can subscribe to *The Commission Vision* through a [link](#) on the MCTC [website](#).

Click [here](#) to access the latest edition.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 4-D

PREPARED BY: Natalia Austin, Senior Regional Planner

SUBJECT:

Unmet Transit Needs Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation Commission (MCTC) is the administrator of the Transportation Development Act (TDA) funds for Madera County and 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 before any TDA funds are expended for non-transit uses, such as streets and roads.

The TDA also requires that MCTC establish a Social Services Transportation Advisory Council (SSTAC). The Public Utilities Code (PUC) defines the required membership of the SSTAC. The SSTAC solicits public input regarding transit service needs for transit-dependent and transportation-disadvantaged persons, including older adults, persons with disabilities and low-income persons. Annually, the SSTAC makes a recommendation to the MCTC Policy Board that:

- There are no unmet transit needs, or
- There are no unmet transit needs that are reasonable to meet, or
- There are unmet transit needs, including needs that are reasonable to meet.

UPDATE:

Each year, the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on public transit service needs within Madera County. The request for comments was sent out in February 2025.

A public hearing will be held at the regular MCTC Policy Board meeting. A public notice was published on March 1, 2025, in *The Madera Tribune*. Flyers and social media posts have also publicized the hearing. A Spanish language interpreter will be available at the hearing for those who wish to provide public comments in Spanish.

MCTC's Unmet Transit Needs public hearing is scheduled as follows:

PUBLIC HEARING – Wednesday, April 23, 2025, at 3:00 p.m.

This public hearing will be in person and via Zoom using the April MCTC Board Meeting [link](#).

In-person and virtual workshops have been held in various locations throughout the county for residents to learn about the unmet transit needs process and provide comments.

Interpreting services were available at all the workshops. In addition to participating in the unmet transit needs process, attendees had the opportunity to learn about and provide feedback on the 2026 Sustainable Communities Strategy at the in-person workshops. The workshop dates and locations are listed below.

When	Where	In-Person	Virtual
Spanish Language Workshop Tuesday, March 11 at 6:00 PM	Casas De La Vina 23784 Avenue 9 Madera, CA 93637	Yes	No
Workshop Wednesday, March 12 at 6:00 PM	Madera Ranchos Library 37398 Berkshire Drive Madera, CA 93636	Yes	No
Workshop POSTPONED Thursday, March 13 at 5:00 PM Postponed due to weather	Oakhurst Library 49044 Civic Circle Drive Oakhurst, CA 93644	Yes	No
Workshop Tuesday, March 18 at 6:00 PM	Fairmead Elementary School 19421 Avenue 22 ¾ Chowchilla, CA 93610	Yes	No
Workshop – Zoom Webinar Thursday, March 20 at 6:00 PM	Webinar ID: 882 7273 5705 Passcode: 554773 Click here to join!	No	Yes
Public Hearing Wednesday, April 23 at 3:00 PM	MCTC Policy Board Meeting 2001 Howard Road, Ste. 201 Madera, CA 93637 See MCTC website for Zoom information	Yes	Yes

Flyers have been distributed at over 60 locations throughout the county, including North Fork, Oakhurst, Coarsegold, Ripperdan, La Vina, Fairmead, Chowchilla, and Madera. In February 2025, *The Commission Vision*, the MCTC newsletter, featured a section on the unmet transit needs process and the ways that residents can participate.

The SSTAC will meet on April 29, 2025, at noon to review all the comments received and make a recommendation to the MCTC Policy Board.

For more information, please contact Natalia Austin at: naustin@maderactc.org, 2001 Howard Road, Suite 201, Madera, CA 93637, or call (559) 675 0721 ext. 6.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

UNMET TRANSIT NEEDS PUBLIC HEARING

The Madera County Transportation Commission (MCTC) invites you to a Public Hearing to provide your comments on public transportation needs in Madera County.

WAYS TO PARTICIPATE

Wednesday, April 23, at 3:00PM

In-Person

2001 Howard Road, Suite 201
Madera, CA 93637

Teleconference via Zoom

Webinar ID: 876 6961 8417
Passcode: 517654
Call-in number: (408) 638-0968

TAKE OUR SURVEY!

https://www.surveymonkey.com/r/UTNSurvey_MCTC

For more information:



(559) 675-0721



naustin@maderactc.org

If you're unable to attend the hearing in person or via Zoom, submit your comments in writing to publiccomment@maderactc.org before April 23, 2025, for inclusion in the public record.



NECESIDADES DE TRANSPORTE PÚBLICO INSATISFECHAS

AUDIENCIA PÚBLICA

La Comisión de Transporte del Condado de Madera (MCTC) le invita a una Audiencia Pública para dar sus comentarios sobre las necesidades de transporte público en el Condado de Madera.

PARA PARTICIPAR

Miércoles 23 de Abril, a las 3:00PM

Presencial

2001 Howard Road, Suite 201
Madera, CA 93637

Teleconferencia vía Zoom

Código de Junta: 876 6961 8417
Clave: 517654
Por Teléfono: (408) 638-0968

¡TOMA NUESTRA ENCUESTA!

https://www.surveymonkey.com/r/UTNSurvey_MCTC



Para más información:



(559) 675-0721



evelyn@maderactc.org



Se anima a aquellos que no pueden participar en la audiencia a través del Zoom, o en persona, a enviar sus comentarios por escrito antes del 23 de abril de 2025 para su inclusión en el registro público.

Puede enviar un correo electrónico a publiccomment@maderactc.org

Tell us about your transit needs!



Join Us!

11
MARCH

Casa de la Vina (In Spanish)
23784 Avenue 9, Madera
6:00 PM

12
MARCH

Madera Ranchos Library
37398 Berkshire Drive, Madera
6:00 PM

13
MARCH

Oakhurst Library
49044 Civic Circle Drive, Oakhurst
5:00 PM

18
MARCH

Fairmead Elementary
19421 Ave. 22 3/4, Chowchilla
6:00 PM

20
MARCH

Zoom Webinar
ID: 882 7273 5705
Passcode: 554773
6:00 PM

Contact Us:

 (559) 675-0721

 naustin@maderactc.org



Does local public transit meet your transportation needs?

Item 4-4-D.

- Are there places in Madera County you are unable to travel to by bus?
- Is transit service unavailable for you to make important trips, such as traveling to work or doctor's appointments?

We want to hear from you!

Take an online survey

If you prefer to provide your comments electronically, fill out the online survey by scanning the QR code or go to:

www.surveymonkey.com/r/UTNSurvey_MCTC



Comment at the public hearing

MCTC Policy Board Meeting
Wednesday, April 23 at 3:00 PM
2001 Howard Road, Suite 201, Madera

Bonus

Join an in-person workshop and share your thoughts on the 2026 Sustainable Communities Strategy!

We need your feedback!



¡Cuéntenos sobre su
necesidad de transporte
público insatisfecha!



¡Unirte a nosotros!

**11
MARZO**

Casa de la Vina (en español)
23784 Avenue 9, Madera
6:00 PM

**12
MARZO**

Biblioteca en Madera Ranchos
37398 Berkshire Drive, Madera
6:00 PM

**13
MARZO**

Biblioteca en Oakhurst
49044 Civic Circle Drive, Oakhurst
5:00 PM

**18
MARZO**

Fairmead Elementary
19421 Ave. 22 3/4, Chowchilla
6:00 PM

**20
MARZO**

Talleres Virtuales - Zoom
ID: 882 7273 5705
Código: 554773
6:00 PM

Contactarnos al:



(559) 675-0721



evelyn@maderactc.org



¿El transporte público satisface sus necesidades de transporte público?

Item 4-4-D.

- ¿Hay lugares en el condado de Madera a los que no se puede viajar en autobús?
- ¿No está el servicio de transporte público disponible para realizar viajes importantes, como ir al trabajo o acudir a citas médicas?

**¡Queremos saber de
usted!**

**Llene una encuesta
en línea**

Si prefiere proveer
comentarios en línea,
llene la encuesta en línea
escaneando el código QR
o llendo a:

[www.surveymonkey.com/
r/UTNSurvey_MCTC](http://www.surveymonkey.com/r/UTNSurvey_MCTC)



**Para comentar en la
audiencia pública**

MCTC Junta Directiva
Miércoles, Abril 23 a las 3:00 PM
2001 Howard Road, Suite 201, Madera

Extra



¡Únete a un taller presencial y comparte
lo que piensas sobre la Estrategia de
Comunidades Sostenibles 2026!
¡Necesitamos tus comentarios!



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 4-E

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 3 – (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. 3 to the 2025 FTIP on February 26, 2025. State and Federal approval is not required for this amendment. The amendment includes the following:

- Amends MAD 113401 and MAD 113402, adding FTA Section 5307 and local funds, per County of Madera request.

Amendment No. 3 to the 2025 FTIP may be found on the MCTC Website.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

February 26, 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: Peter Kang

Subject: Submittal of the Madera County Amendment No. 3 (Type 1 – Administrative Modification) to the 2025 Federal Transportation Improvement Program

Dear Mr. Le:

Enclosed for your records is Amendment No. 3 (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. 3 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. 3.
- 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. 3 addresses the following changes:
 - Amends MAD 113401 and MAD 113402, adding FTA Section 5307 and local funds, per County 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. 3 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. 3 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. 3 (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 113401 221-0000-0433	County of Madera; Section 5307; County Operating Assistance	NO CHANGE	CON	\$485,000	\$485,000	24/25	5307	\$0	\$0	Per County of Madera Request
			NO CHANGE	CON	\$485,000	\$485,000	24/25	Local	\$0		
			COST INCREASE	CON	\$510,000	\$900,000	25/26	5307	\$390,000	\$780,000	
			COST INCREASE	CON	\$510,000	\$900,000	25/26	Local	\$390,000		
			NO CHANGE	CON	\$535,000	\$535,000	26/27	HBP	\$0	\$0	
			NO CHANGE	CON	\$536,000	\$536,000	26/27	Local	\$0		
			NO CHANGE	CON	\$562,000	\$562,000	27/28	HBP	\$0	\$0	
			NO CHANGE	CON	\$563,000	\$563,000	27/28	Local	\$0		
EXISTING	MAD 113402 221-0000-0434	County of Madera; Section 5307; County Preventative Maintenance - Preventative Maintenance is all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner.	COST INCREASE	CON	\$177,000	\$280,000	24/25	5307	\$103,000	\$129,000	Per County of Madera Request
			COST INCREASE	CON	\$44,000	\$70,000	24/25	Local	\$26,000		
			COST INCREASE	CON	\$185,000	\$288,000	25/26	5307	\$103,000	\$129,000	
			COST INCREASE	CON	\$46,000	\$72,000	25/26	Local	\$26,000		
			NO CHANGE	CON	\$195,000	\$195,000	26/27	5307	\$0	\$0	
			NO CHANGE	CON	\$49,000	\$49,000	26/27	Local	\$0		
			NO CHANGE	CON	\$204,000	\$204,000	27/28	5307	\$0	\$0	
			NO CHANGE	CON	\$52,000	\$52,000	27/28	Local	\$0		

	24/25	25/26	26/27	27/28	Totals
5307	\$103,000	\$493,000	\$0	\$0	\$596,000
Local	\$26,000	\$416,000	\$0	\$0	\$442,000
Total	\$129,000	\$909,000	\$0	\$0	\$1,038,000

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

Item 4-4-E.

Amendment

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0433	TITLE (DESCRIPTION): 5307; County Operating Assistance (County of Madera; Section 5307; County Operating Assistance)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD113401		
COUNTY: Madera County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER: Monty Cox

PHONE: (559) 675-7811

EMAIL: monty.cox@maderacounty.com

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	02/24/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	6,600,000		
2	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	5,820,000		
1	Official	08/31/2022	JFINDLEY	Adoption -	0	5,150,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	817,000	485,000	900,000	535,000	562,000				3,299,000
* Funding Agency:	Total:	817,000	485,000	900,000	535,000	562,000				3,299,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: County Funds	RW									
	CON	817,000	485,000	900,000	536,000	563,000				3,301,000
* Funding Agency:	Total:	817,000	485,000	900,000	536,000	563,000				3,301,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,634,000	970,000	1,800,000	1,071,000	1,125,000				6,600,000
	Total:	1,634,000	970,000	1,800,000	1,071,000	1,125,000				6,600,000

Comments:
Amendment per County of Madera Request.

***** Version 3 - 02/24/2025 *****
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 - 04/21/2022 *****

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

Item 4-4-E.

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0433	TITLE (DESCRIPTION): 5307; County Operating Assistance (County of Madera; Section 5307; County Operating Assistance)	MPO Aprv: 07/17/2024 State Aprv: 11/15/2024 Federal Aprv: 12/16/2024
CT PROJECT ID:			MPO ID.: MAD113401		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER: Monty Cox

PHONE: (559) 675-7811

EMAIL: monty.cox@maderacounty.com

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	02/24/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	6,600,000		
2	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	5,820,000		
1	Official	08/31/2022	JFINDLEY	Adoption -	0	5,150,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	817,000	485,000	510,000	535,000	562,000				2,909,000
* Funding Agency:	Total:	817,000	485,000	510,000	535,000	562,000				2,909,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: County Funds	RW									
	CON	817,000	485,000	510,000	536,000	563,000				2,911,000
* Funding Agency:	Total:	817,000	485,000	510,000	536,000	563,000				2,911,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,634,000	970,000	1,020,000	1,071,000	1,125,000				5,820,000
	Total:	1,634,000	970,000	1,020,000	1,071,000	1,125,000				5,820,000

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 - 04/21/2022 *****

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

Item 4-4-E.

Amendment

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0434	TITLE (DESCRIPTION): 5307; County Preventative Maintenance (County of Madera; Section 5307; County Preventative Maintenance - Preventative Maintenance is all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: MAD113402		EPA TABLE II or III EXEMPT CATEGORY Rehabilitation of transit vehicles.
COUNTY: Madera County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER: Monty Cox

PHONE: (559) 675-7811

EMAIL: monty.cox@maderacounty.com

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	02/24/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	1,420,000		
2	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	1,162,000		
1	Official	08/31/2022	JFINDLEY	Adoption -	0	662,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	168,000	280,000	288,000	195,000	204,000				1,135,000
* Funding Agency:	Total:	168,000	280,000	288,000	195,000	204,000				1,135,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: County Funds	RW									
	CON	42,000	70,000	72,000	49,000	52,000				285,000
* Funding Agency:	Total:	42,000	70,000	72,000	49,000	52,000				285,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	210,000	350,000	360,000	244,000	256,000				1,420,000
	Total:	210,000	350,000	360,000	244,000	256,000				1,420,000

Comments:
Amendment per County of Madera Request.

***** Version 3 - 02/24/2025 *****
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 - 04/21/2022 *****

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

Item 4-4-E.

Prior

DIST: 06	PPNO:	EA:	CTIPS ID: 221-0000-0434	TITLE (DESCRIPTION): 5307; County Preventative Maintenance (County of Madera; Section 5307; County Preventative Maintenance - Preventative Maintenance is all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner.)	MPO Aprv: 07/17/2024 State Aprv: 11/15/2024 Federal Aprv: 12/16/2024
CT PROJECT ID:			MPO ID.: MAD113402		
COUNTY: Madera County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Rehabilitation of transit vehicles.

IMPLEMENTING AGENCY: Madera County
PROJECT MANAGER: Monty Cox

PHONE: (559) 675-7811

EMAIL: monty.cox@maderacounty.com

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	02/24/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	3	1,420,000		
2	Official	07/17/2024	JFINDLEY	Adoption - Carry Over	0	1,162,000		
1	Official	08/31/2022	JFINDLEY	Adoption -	0	662,000		

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	168,000	177,000	185,000	195,000	204,000				929,000
* Funding Agency:	Total:	168,000	177,000	185,000	195,000	204,000				929,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: County Funds	RW									
	CON	42,000	44,000	46,000	49,000	52,000				233,000
* Funding Agency:	Total:	42,000	44,000	46,000	49,000	52,000				233,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	210,000	221,000	231,000	244,000	256,000				1,162,000
	Total:	210,000	221,000	231,000	244,000	256,000				1,162,000

Comments:
2023 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 - 04/21/2022 *****

ATTACHMENT 2
FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Item 4-4-E.

Madera County Transportation Commission
2025 FTIP
Amendment 3
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)							
			FY 2025		FY 2026		FY 2027		FY 2028	
			Amendment		Amendment		Amendment		Amendment	
			Prior No. 2	Current No. 3	Prior No. 2	Current No. 3	Prior No. 2	Current No. 3	Prior No. 2	Current No. 3
LOCAL	Sales Tax		\$6,529	\$6,555	\$10,457	\$10,873	\$12,298	\$12,298	\$10,249	\$10,249
	City		\$4,743	\$4,743	\$9,235	\$9,235	\$10,608	\$10,608	\$8,148	\$8,148
	County		\$1,786	\$1,812	\$1,222	\$1,638	\$1,690	\$1,690	\$2,101	\$2,101
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds		\$105,100	\$105,100						
	County General Funds									
	City General Funds									
	Street Taxes and Developer Fees		\$105,100	\$105,100						
REGIONAL	RSTP Exchange funds									
	Transit									
	Transit Fares									
	Other (See Appendix 1)									
	Local Total		\$111,629	\$111,655	\$10,457	\$10,873	\$12,298	\$12,298	\$10,249	\$10,249
	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	Other (See Appendix 2)									
STATE	Regional Total		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	State Highway Operations and Protection Program (SHOPP) ¹		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890		
	SHOPP		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890		
	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
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
FEDERAL TRANSIT	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				
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹	1	\$9,358	\$9,358	\$279	\$279	\$5,570	\$5,570	\$3,807	\$3,807
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) ¹									
	Other (See Appendix 3)				\$3,073	\$3,073	\$70,494	\$70,494		
	State Total		\$17,348	\$17,348	\$77,758	\$77,758	\$136,061	\$136,061	\$83,914	\$83,914
FEDERAL HIGHWAY	5307 - Urbanized Area Formula Grants		\$3,468	\$3,571	\$2,656	\$3,149	\$3,015	\$3,015	\$3,653	\$3,653
	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
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277					\$153	\$153
	FTA Transfer from Prior FTIP									
FEDERAL RAIL	Other (See Appendix 4)									
	Federal Transit Total		\$4,391	\$4,494	\$3,330	\$3,823	\$3,718	\$3,718	\$4,540	\$4,540
	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
	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									
INNOVATIVE FINANCE	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
	Promoting Resilient Operations for Transformative (PROTECT)									
REVENUE TOTAL	Other (see Appendix 5)		\$33,080	\$33,080	\$50,000	\$50,000				
	Federal Highway Total		\$39,755	\$39,755	\$52,564	\$52,564	\$2,460	\$2,460	\$2,836	\$2,836
	Other Federal Railroad Administration (see Appendix 6)									
	Federal Railroad Administration Total									
	Federal Total		\$44,146	\$44,249	\$55,894	\$56,387	\$6,178	\$6,178	\$7,376	\$7,376
	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
	Innovative Financing Total									
	REVENUE TOTAL		\$173,196	\$173,325	\$147,790	\$148,699	\$166,848	\$166,848	\$101,539	\$101,539
										\$590,411

Financial Summary Notes:

¹ State Programs that include both state and federal funds.² CMAQ - Additional \$4,000,000 Loan Repayment from SANDAG FY 24/25³ STBGP/RSTP Funds Exchanged for State Cash (Small MPO)

Template Updated: 3/5/2024

TABLE 1: REVENUE - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 3
(\$'s in 1,000)

[illegible][illegible][illegible][illegible][illegible][illegible][illegible]

TABLE 2: PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 3
(\$'s in 1,000)

	FUNDING SOURCES	N O T E S	4 YEAR (FTIP Period)							
			FY 2025		FY 2026		FY 2027		FY 2028	
			Amendment		Amendment		Amendment		Amendment	
			Prior No. 2	Current No. 3	Prior No. 2	Current No. 3	Prior No. 2	Current No. 3	Prior No. 2	Current No. 3
LOCAL	Local Total		\$111,629	\$111,655	\$10,457	\$10,873	\$12,298	\$12,298	\$10,249	\$10,249
REGIONAL	Tolls									
	Bridge Corridor									
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	Other (See Appendix A)									
	Regional Total		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890		
	SHOPP		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890		
	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
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107
	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				
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)	1	\$9,358	\$9,358	\$279	\$279	\$5,570	\$5,570	\$3,807	\$3,807
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) ¹									
	Other (See Appendix B)				\$3,073	\$3,073	\$70,494	\$70,494		
	State Total		\$17,348	\$17,348	\$77,758	\$77,758	\$136,061	\$136,061	\$83,914	\$83,914
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,468	\$3,571	\$2,656	\$3,149	\$3,015	\$3,015	\$3,653	\$3,653
	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
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277					\$153	\$153
	FTA Transfer from Prior FTIP									
	Other (See Appendix C)									
	Federal Transit Total		\$4,391	\$4,494	\$3,330	\$3,823	\$3,718	\$3,718	\$4,540	\$4,540
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$6,160	\$6,160	\$2,161	\$2,161	\$2,100	\$2,100	\$2,270	\$2,270
	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
	Promoting Resilient Operations for Transformative (PROTECT)									
	Other (see Appendix D)		\$33,080	\$33,080	\$50,000	\$50,000				
	Federal Highway Total		\$39,699	\$39,699	\$52,466	\$52,466	\$2,256	\$2,256	\$2,757	\$2,757
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)									
	Federal Railroad Administration Total									
	Federal Total		\$44,090	\$44,193	\$55,796	\$56,289	\$5,974	\$5,974	\$7,297	\$7,297
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix F)									
	Innovative Financing Total									
PROGRAMMED TOTAL			\$173,140	\$173,269	\$147,692	\$148,601	\$166,644	\$166,644	\$101,460	\$101,460

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 24/25³ STBGP/RSTP Funds Exchanged for State Cash (Small MPO)

Template Updated: 3/5/2024

TABLE 2: PROGRAMMED - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 3
(\$'s in 1,000)

[illegible]

Appendix B - State Other									CURRENT
State Other	FY 2025		FY 2026		FY 2027		FY 2028		TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transit and Intercity Rail Capital Program (TIRCP)			\$3,073	\$3,073	\$70,494	\$70,494			\$73,567
State Other Total			\$3,073	\$3,073	\$70,494	\$70,494			\$73,567

[illegible][illegible][illegible][illegible]

TABLE 3: REVENUE-PROGRAMMED

Item 4-4-E.

Madera County Transportation Commission
2025 FTIP
Amendment 3
(\$'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. 2	Current No. 3	Prior No. 2	Current No. 3	Prior No. 2	Current No. 3	Prior No. 2	Current No. 3	
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



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 4-F

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 4 – (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. 4 to the 2025 FTIP on March 10, 2025. State and Federal approval is not required for this amendment. The amendment includes the following:

- Technical Correction to MAD 500004. No change to overall project cost.

Amendment No. 4 to the 2025 FTIP may be found on the MCTC Website.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

March 10, 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: Peter Kang

Subject: Submittal of the Madera County Amendment No. 4 (Type 1 – Administrative Modification) to the 2025 Federal Transportation Improvement Program

Dear Mr. Le:

Enclosed for your records is Amendment No. 4 (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. 4 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. 4.
- 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. 4 addresses the following changes:
 - Technical Correction to MAD 500004. No change to overall project cost.

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. 4 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. 4 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. 4 (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 500004 221-0000-0480	City of Madera; Pine Street Pedestrian Facilities, from Sunset to 4th Street	COST INCREASE	PE	\$0	\$66,000	27/28	CRP	\$66,000	\$75,000	Technical Correction - No change to total project cost
			COST INCREASE	PE	\$0	\$9,000	27/28	Local	\$9,000		
			COST DECREASE	CON	\$0	\$421,000	27/28	CRP	\$421,000	\$476,000	
			COST DECREASE	CON	\$0	\$55,000	27/28	Local	\$55,000		

	24/25	25/26	26/27	27/28	Totals
CRP	\$0	\$0	\$0	\$487,000	\$487,000
Local	\$0	\$0	\$0	\$64,000	\$64,000
Total	\$0	\$0	\$0	\$551,000	\$551,000

DISTRICT: 06	PROJECT ID: H	EA: H	CTIPS ID: 221-0000-0480	TITLE (DESCRIPTION): City of Madera; Pine Street Pedestrian Facilities, from Sunset to 4th Street (Pine Street Pedestrian Facilities, from Sunset to 4th Street in the City of Madera) H	MPO Aprv: State Aprv: Federal Aprv:
COUNTY: Madera County H	ROUTE: H	PM:			EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Ellen Bitter

PHONE: (559) 661-6472 H

EMAIL: ebitter@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded) H

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason H	Amend No.	Prog Con	Prog RW	PE
2	Active	3/07	E	Technical Correction	4	476		75,00
1	Official	02/11/2025	JFINDLEY	Amendment - New Project	2	551,000		

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE					66,000				66,000
* Fund Type: Carbon Reduction Program (CRP)	RW			H	H	H		H		H
* Funding Agency:	CON					421,000				421,000
	Total:					487,000				487,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2 H	PE					9,000				9,000
* Fund Type: City Funds H	RW	H	H	H	H	H	H	H	H	
* Funding Agency: Madera, City of H	CON		H	H		55,000 H	H	H		55,000
	Total: H					64,000				64,000

Project Total: H		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE					75,000				75,000
	RW									
	CON					476,000				476,000
	Total: H	H	H	H	H	551,000 H	H	H	H	551,000

H

Comments:

Technical Correction to adjust cost/phase. No change to project cost.

***** Version 2 - 03/06/2025 *****

New Carbon Reduction Program Project H

***** Version 1 - 01/10/2025 *****

DISTRICT: 06	PROJECT ID: H	EA: H	CTIPS ID: 221-0000-0480	TITLE (DESCRIPTION): City of Madera; Pine Street Pedestrian Facilities, from Sunset to 4th Street (Pine Street Pedestrian Facilities, from Sunset to 4th Street in the City of Madera) H	MPO Approval: 02/11/2025 State Approval: 02/24/2025 Federal Approval: 02/28/2025 EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Madera County H	ROUTE: H	PM:			

IMPLEMENTING AGENCY: Madera, City of
PROJECT MANAGER: Ellen Bitter

PHONE: (559) 661-5472 H

EMAIL: ebitter@madera.gov

PROJECT VERSION HISTORY (Printed Version is Shaded) H

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	03/06/2025	JFINDLEY	Amendment - Technical Correction H	4	475,000		76,000
1	Official	02/11/2025	JFINDLEY	Amendment - New Project H	2 H	551,000		

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2 H	PE									
* Fund Type: Carbon Reduction Program (CRP) H	RW					H				H
* Funding Agency:	CON					487,000				487,000
Total: H		H	H	H	H	487,000	H	H	H	487,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2 H	PE									
* Fund Type: City Funds H	RW									
* Funding Agency: Madera, City of H	CON					64,000				64,000
Total: H		H	H	H	H	64,000 H	H	H	H	64,000

Project Total: H		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON					551,000		H		551,000
Total: H		H	H	H	H	551,000 H	H	H	H	551,000

H

Comments:
New Carbon Reduction Program Project H

***** Version 1 - 01/10/2025 *****

ATTACHMENT 2
FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Madera County Transportation Commission
2025 FTIP
Amendment 4
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)							
			FY 2025		FY 2026		FY 2027		FY 2028	
			Amendment		Amendment		Amendment		Amendment	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current
			No. 3	No. 4	No. 3	No. 4	No. 3	No. 4	No. 3	No. 4
LOCAL	Sales Tax		\$6,555	\$6,555	\$10,873	\$10,873	\$12,298	\$12,298	\$10,249	\$10,249
	City		\$4,743	\$4,743	\$9,235	\$9,235	\$10,608	\$10,608	\$8,148	\$8,148
	County		\$1,812	\$1,812	\$1,638	\$1,638	\$1,690	\$1,690	\$2,101	\$2,101
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds		\$105,100	\$105,100						
	County General Funds									
	City General Funds									
	Street Taxes and Developer Fees		\$105,100	\$105,100						
	RSTP Exchange funds									
	Transit									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	Other (See Appendix 2)									
STATE	Local Total		\$111,655	\$111,655	\$10,873	\$10,873	\$12,298	\$12,298	\$10,249	\$10,249
	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	Other (See Appendix 2)									
	Regional Total		\$73	\$73	\$3,681	\$3,681	\$12,311	\$12,311		
	State Highway Operations and Protection Program (SHOPP) ¹		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890		
	SHOPP		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890		
	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
	STIP		\$4,407	\$4,407	\$107	\$107	\$39,107	\$39,107	\$80,107	\$80,107
	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)									
FEDERAL TRANSIT	Active Transportation Program (ATP) ¹		\$395	\$395	\$2,417	\$2,417				
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹	1	\$9,358	\$9,358	\$279	\$279	\$5,570	\$5,570	\$3,807	\$3,807
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Local Transportation Climate Adaptation Program (LTCAP) ¹									
	Other (See Appendix 3)				\$3,073	\$3,073	\$70,494	\$70,494		
	State Total		\$17,348	\$17,348	\$77,758	\$77,758	\$136,061	\$136,061	\$83,914	\$83,914
	5307 - Urbanized Area Formula Grants		\$3,571	\$3,571	\$3,149	\$3,149	\$3,015	\$3,015	\$3,653	\$3,653
	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
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants		\$277	\$277					\$153	\$153
	FTA Transfer from Prior FTIP									
	Other (See Appendix 4)									
FEDERAL HIGHWAY	Federal Transit Total		\$4,494	\$4,494	\$3,823	\$3,823	\$3,718	\$3,718	\$4,540	\$4,540
	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
	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									
FEDERAL RAIL	Carbon Reduction Program (CRP)		\$459	\$459	\$305	\$305	\$156	\$156	\$487	\$487
	Promoting Resilient Operations for Transformative (PROTECT)									
	Other (see Appendix 5)		\$33,080	\$33,080	\$50,000	\$50,000				
	Federal Highway Total		\$39,755	\$39,755	\$52,564	\$52,564	\$2,460	\$2,460	\$2,836	\$2,836
	Other Federal Railroad Administration (see Appendix 6)									
	Federal Railroad Administration Total									
	Federal Total		\$44,249	\$44,249	\$56,387	\$56,387	\$6,178	\$6,178	\$7,376	\$7,376
	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
	Innovative Financing Total									
	REVENUE TOTAL		\$173,325	\$173,325	\$148,699	\$148,699	\$166,848	\$166,848	\$101,539	\$101,539

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 1: REVENUE - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 4
(\$'s in 1,000)

Appendix 1 - Local Other									
Local Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Other Total									
Appendix 2 - Regional Other									
Regional Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									
Appendix 3 - State Other									
State Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transit and Intercity Rail Capital Program (TIRCP)			\$3,073	\$3,073	\$70,494	\$70,494			\$73,567
State Other Total			\$3,073	\$3,073	\$70,494	\$70,494			\$73,567
Appendix 4 - Federal Transit Other									
Federal Transit Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									
Appendix 5 - Federal Highway Other									
Federal Highway Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
INFRA Grants - Rural Surface Transportation	\$25,000	\$25,000							\$25,000
Community Project Funded Congressional Directed Spending Program Funds	\$1,950	\$1,950							\$1,950
Railroad Crossing Elimination Grant Program	\$1,600	\$1,600							\$1,600
INFRA MEGA	\$4,530	\$4,530	\$50,000	\$50,000					\$54,530
Federal Highway Other Total	\$33,080	\$33,080	\$50,000	\$50,000					\$83,080
Appendix 6 - Federal Railroad Administration Other									
Federal Railroad Administration Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									
Appendix 7 - Innovative Other									
Innovative Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 4
(\$'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		
				Current No. 4		Current No. 4		Current No. 4		Current No. 4	
LOCAL	Local Total		\$111,655	\$111,655	\$10,873	\$10,873	\$12,298	\$12,298	\$10,249	\$10,249	\$145,075
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		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890			\$95,960
	SHOPP		\$3,188	\$3,188	\$71,882	\$71,882	\$20,890	\$20,890			\$95,960
	SHOPP Prior										
	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 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹		\$395	\$395	\$2,417	\$2,417					\$2,812
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹	1	\$9,358	\$9,358	\$279	\$279	\$5,570	\$5,570	\$3,807	\$3,807	\$19,014
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Local Transportation Climate Adaptation Program (LTCAP) ¹										
	Other (See Appendix B)				\$3,073	\$3,073	\$70,494	\$70,494			\$73,567
		State Total		\$17,348	\$17,348	\$77,758	\$77,758	\$136,061	\$136,061	\$83,914	\$83,914
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,571	\$3,571	\$3,149	\$3,149	\$3,015	\$3,015	\$3,653	\$3,653	\$13,388
	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					\$153	\$153	\$430
	Other (See Appendix C)										
	Federal Transit Total		\$4,494	\$4,494	\$3,823	\$3,823	\$3,718	\$3,718	\$4,540	\$4,540	\$16,575
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$6,160	\$6,160	\$2,161	\$2,161	\$2,100	\$2,100	\$2,270	\$2,270	\$12,691
	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					
	Federal Highway Total		\$39,699	\$39,699	\$52,466	\$52,466	\$2,256	\$2,256	\$2,757	\$2,757	\$97,178
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$44,193	\$44,193	\$56,289	\$56,289	\$5,974	\$5,974	\$7,297	\$7,297	\$113,753
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$173,269	\$173,269	\$148,601	\$148,601	\$166,644	\$166,644	\$101,460	\$101,460	\$589,974

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)

Template Updated: 3/5/2024

TABLE 2: PROGRAMMED - APPENDICES

Madera County Transportation Commission
2025 FTIP
Amendment 4
(\$'s in 1,000)

Appendix A - Regional Other

[illegible]

Appendix B - State Other

[illegible]

Appendix C - Federal Transit Other

[illegible]

Appendix D - Federal Highway Other

Federal Highway Other	FY 2025		FY 2026		FY 2027		FY 2028		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
INFRA Grants - Rural Surface Transportation	\$25,000	\$25,000							\$25,000
Community Project Funded Congressional Directed Spending Program Funds	\$1,950	\$1,950							\$1,950
Railroad Crossing Elimination Grant Program	\$1,600	\$1,600							\$1,600
INFRA MEGA	\$4,530	\$4,530	\$50,000	\$50,000					\$54,530
Federal Highway Other Total	\$33,080	\$33,080	\$50,000	\$50,000					\$83,080

Appendix E - Federal Railroad Administration Other

[illegible]

Appendix F - Innovative Finance Other

[illegible]

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
2025 FTIP
Amendment 4
(\$'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	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 3	No. 4	No. 3	No. 4	No. 3	No. 4	No. 3	No. 4	
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



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 4-G

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

California Air Resources Board Extended Timeline for Senate Bill 375 Guidelines and Target Setting

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

GHG Target Setting Process

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires the California Air Resources Board (CARB) to develop and set regional targets for greenhouse gas (GHG) emission reductions from passenger vehicles. CARB must update the regional targets at least every eight years, with the option of revising them every four years.

CARB's GHG emission targets for 2020 and 2035 are intended to help achieve significant GHG reductions from changes to land use patterns and improved transportation networks in support of the State's climate goals as well as in support of statewide public health and air quality objectives. Metropolitan Planning Organizations (MPOs) must prepare Sustainable Communities Strategies (SCS) as a component of the Regional Transportation Plan (RTP) that will reduce GHG emissions to achieve these regional targets, if feasible to do so.

Pursuant to SB 375, CARB is required to update the regional targets no later than 2026. CARB staff began the target update process in 2024 with a public workshop and plans to conclude it in 2026 with Board approval of the new targets. CARB staff will update the Board and hold a second public workshop in 2025.

SCS Guideline Update Process

CARB staff published the 2019 Final SCS Program and Evaluation Guidelines in November 2019. These Guidelines outline how CARB evaluates MPO SCSs pursuant to SB 375. These new guidelines updated the Sustainable Communities Strategy review methodology, Description of Methodology for CARB Staff Review of Greenhouse Gas Reductions from SCSs pursuant to SB 375, which was published in July 2011.

Building on our January and July 2024 workshops and the MPO/CALCOG requests for dialogue on SB 375 issues, CARB staff is engaged in ongoing discussions with MPO staff and State partners.

The Board hosted a virtual workshop for the public on January 16, 2024 to learn about CARB's approach to evaluating sustainable communities strategies during the programs 4th Cycle and to discuss its process for updating the Sustainable Communities Strategy Program and Evaluation Guidelines moving forward.

California MPOs Response

On October 15, 2024, the eight MPOs of the San Joaquin Valley (Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare) tendered a letter to CARB staff in response to GHG target setting and SCS guidelines updates requesting a partnership with CARB, California Transportation Commission (CTC), Caltrans, and the Department of Housing and Community Development (HCD) to holistically review the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals.

As part of this request, Valley MPOs requested that CARB pause the current SCS guidelines and SB 375 targets setting to allow for a robust and collaborative conversation about the best path forward in the coming months. Should CARB be unable to pause SB 375 target setting due to statutory requirements, the Valley encourages CARB to re-establish existing targets for the Valley MPOs as a placeholder and identify new targets following the requested collaborative dialogue to reshape our collective SB 375 approach.

Similar comment letters to the Joint San Joaquin Valley MPO Letter were issued from the following California MPOs: Joint MTC, SACOG, SANDAG, SCAG (Bay Area, Sacramento, Southern California, San Diego) Letter, Joint Central Coast MPO Letter, Joint Shasta, Butte, Tahoe MPO Letter, and CALCOG Comment Letter on SCS Guidelines.

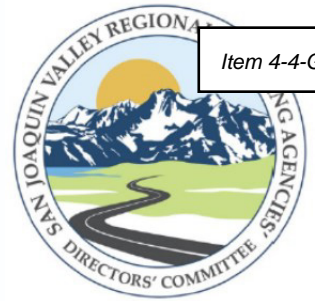
CARB Response

CARB staff have indicated they will initiate a second public workshop related to target-setting to be held in May 2025. After additional conversation and consideration, this will lead to a draft target update staff report to be released in Fall 2025. CARB staff will receive input from all MPOs about key factors and how those could affect quantifications and would ideally like to discuss any topics prior to the May 2025 workshop. CARB staff are proposing to hold four MPO meetings divided by region size and geography (the "Big 4", Northern California, San Joaquin Valley, and Coastal) in March-April 2025 to receive ideas and recommendations for the target process.

In regard to SCS Guidelines Update, the timeline for this process has been slowed down in response to MPO requests and is now expected to conclude in Spring 2027, with the goal of still providing a reasonable amount of notice in advance of the fifth SCS cycle. CARB staff are currently conducting a number of research activities that will inform us about this work. CARB anticipates engaging in drafting language with MPOs and other external partners beginning Fall 2025. CARB staff working on the guidelines updates will also be following along with the target update process in order to reflect those discussions as appropriate.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



October 15, 2024

Dr. Steve Cliff
Chief Executive Officer
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

RE: Pause Current SB 375 Targets and SCS Guidelines to Allow a Holistic Review of SB 375 Framework

Dear Dr. Cliff:

The eight metropolitan planning organizations (MPOs) of the San Joaquin Valley request a partnership with the California Air Resources Board (CARB), California Transportation Commission (CTC), Caltrans, and the Department of Housing and Community Development (HCD) to holistically review the SB 375 framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals. The San Joaquin Valley MPOs serve a region with eight counties and 63 cities, whose collective population numbers more than 4.3 million residents. Those counties -- Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare -- are home to some of the most disadvantaged communities in the state and share an air basin challenged by weather and topography that creates an ideal setting for extreme air pollution. Our MPOs are sensitive to the need for greenhouse gas reductions and are committed to SB 375's intent.

SB 375 Provides A Foundation from Which the State Can Move Forward

SB 375 has improved regional transportation planning by emphasizing more significant investments in multimodal transportation and better coordination with housing developments. With each new iteration of the Sustainable Communities Strategy (SCS), we have seen better integration of land use, housing, and transportation policies, supporting better climate and quality of life outcomes for our residents. Notably, the public has become more involved in developing these plans, making projects more responsive to our communities' needs. This progress should be a foundation for further state and regional planning improvements.

But The Time Is Right to Revisit the SB 375 Planning Framework Holistically

Much has changed since SB 375's adoption in 2008. The State has accelerated transportation electrification through Advancing Clean Cars II, so that almost one in four new cars sold is zero emission. Under SB 743, vehicle miles traveled have replaced level-of-service as a critical success metric for transportation projects large and small. The state has also adopted substantial legislative changes to address the state's housing crisis. In addition, the global pandemic fundamentally altered travel patterns and land use preferences -- creating headwinds unforeseen when the law was designed or when the CARB Board last set targets.

Fresno Council of
Governments
Robert Phipps - Chair

Merced County Association
of Governments
Stacie Guzman - Vice Chair

Kern Council of
Governments
Aaron Hakimi

Kings County
Association of
Governments
Terri King

Madera County
Transportation
Commission
Patricia Taylor

San Joaquin
Council of
Governments
Diane Nguyen

Stanislaus
Council of
Governments
Rosa De León Park

Tulare County
Association of
Governments
Ted Smalley

Valleywide Coordinator
Georgiana Vivian
(559) 259-9257

Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Fresno Council of Governments
Fax (559) 233-9645





Thanks to state programs to support affordable housing and sustainable communities, active transportation, and transit improvements, as well as the Regional Early Action Planning (REAP) programs, partial funding is available to support critical housing and transportation needs needed to achieve our ambitious goals. However, as the SB 150 report acknowledged, funding and staffing for implementation remain far short of what is required to implement these regional strategies to the maximum extent. A restructured planning process can shift the focus toward implementation, thereby delivering faster and more effective results.

Work Collectively Towards Pragmatic Solutions

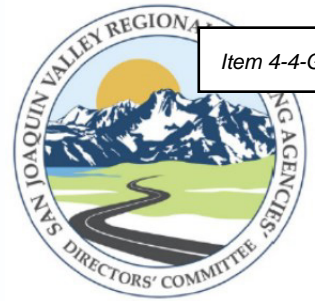
The San Joaquin Valley resides in a non-attainment air district. Our constituents suffer from poor air quality that is predominantly caused by our geographic bowl-shaped valley, walled off by mountains, weather patterns (winds blowing West to East), vast agricultural farmland, heavy goods movement traffic, and the jobs-housing imbalance, leading hundreds of thousands of daily commuters into the Bay Area and Los Angeles basin.

Density is an issue in the Valley regarding transit use and support. The Bay Area has a population of 6.8 million over 7,300 square miles, and Los Angeles County has 10 million people living over 4,700 square miles. In contrast, the Valley has 4.3 million people spread over 27,000 square miles. The Bay Area has nearly 60 percent more people living in an area a quarter the size of the Valley. Los Angeles has more than 2.5 times the population, over 1/6 of the area. Valley MPOs bear the burden of addressing heavy traffic that is not locally generated. Given our density profile, the one-size-fits-all application of VMT metrics exacerbates our ability to meet goals. Proportionality must be applied to assess VMT reduction, which was never intended for rural and suburban jurisdictions. Otherwise, by default, not meeting metrics designed for urban areas will send all the money to other parts of the state that do not have similar air quality concerns. Through the enactment of SB 768 (chaptered 9/27/24), we hope that the Department of Housing and Community Development's study of VMT will assist with SB 375 compliance. As a result, realistic expectations of what targets can be met and assessments of what types of pragmatic investments would yield the most favorable results per region must be made. The Valley has been innovative by introducing a VMT banking system concept to help offset emissions.

Furthermore, exogenous factors such as revised population growth estimates will substantially impact any plan's ability to deliver GHG reductions per capita. At the outset of SB 375, population growth within the San Joaquin Valley was expected to be greater than 1.1 million residents between 2020 and 2035 (i.e., a 24.5% increase). According to the latest estimates from the California Department of Finance, Valley growth over this period is expected to be less than 300,000 new residents (i.e., a 6.6% increase). This will hamstring the Valley as it strives to make GHG reductions per capita – new tools and measurements are needed to make progress.

All eight MPOs in the San Joaquin Valley strongly support California's climate goals and are deeply committed to improving passenger and freight rail systems, reducing GHG and vehicle miles traveled (VMT) where feasible, and improving public transportation, walking, biking, and other modes of transportation. Our region also supports transportation investments that are aligned with housing and economic development. While we strongly support addressing climate change, success will require creative, flexible, and pragmatic solutions for each region's unique opportunities and challenges.

The San Joaquin Valley has six counties with local sales tax measures dedicated to transportation. Still, it has been challenging to renew measures in Fresno and Madera to retain our ability to partner in advancing climate and mobility goals. Concurrently, gas tax revenue has been eroding, further inhibiting our ability to invest in multimodal



investments, transit-oriented development, and maintaining the basic infrastructure needed to support safety and mobility on local streets and roads and the state highway system. The San Joaquin Valley MPOs agree philosophically, we should not depend on petroleum production to help fund our infrastructure needs. We must focus on an equitable gas tax successor source, especially for our disadvantaged communities, that will provide predictability, stability, and an opportunity to balance funding to maintain investments to address safety, mobility, and air quality. The Cap-and-Trade program also needs to be extended to allow for continued investments into the Low Carbon Transit Operations Program (LCTOP) and Transit Capital and Intercity Rail Program (TIRCP) to complete passenger rail systems and augment first and last-mile bus service to make mode-shift more compelling.

Transit is expensive to build and operate and is not always a practical or efficient solution for a constituency's daily mobility needs. This is because transit typically lacks flexibility (traditional service is fixed-route service without options for route deviation and schedules), it can be unreliable, have long headways, and is sometimes limited or non-existent in more remote unincorporated areas. Greater resources are also needed to support micro-transit services, especially where traditional fixed route is not feasible and to support systems that offer transit services to our National Parks, such as the Yosemite Area Regional Transit System (YARTS).

Request to Conduct a Holistic Review of the SB 375 Framework

We request that CARB, CTC, Caltrans, and HCD work with MPOs to evaluate the SB 375 framework comprehensively. This effort will require us to engage in a deep and practical dialogue about the best way to achieve the suite of state and regional housing, climate, and transportation-related objectives, including GHG emission reductions. As part of this request, we ask that CARB pause the current SCS guidelines and SB 375 targets to allow for a robust and collaborative conversation about the best path forward in the coming months. However, should CARB be unable to pause SB 375 target setting due to statutory requirements, the Valley encourages CARB to re-establish existing targets for the Valley as a placeholder and identify new targets following the requested collaborative dialogue to reshape our collective SB 375 approach.

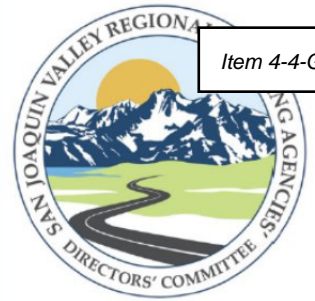
To demonstrate our commitment to this concept, this letter represents the collective submission of comments by the San Joaquin Valley MPOs for both the proposed amendments to the SCS guidelines (comments requested by CARB by Aug. 30) and the request for information related to the target setting (preliminary data questionnaire requested by CARB by Oct. 30). The time is right to develop more robust implementation solutions that fit state, regional, and local objectives.

We appreciate your consideration.

Sincerely,

Robert Phipps, Chair

San Joaquin Valley Regional Transportation Planning Agencies Directors' Committee
Interim Executive Director, Fresno Council of Governments



Item 4-4-G.

CC:

- Tomiquia Moss, Secretary, California Business, Housing and Consumer Services
- Toks Omishakin, Secretary, California State Transportation Agency
- Sam Assefa, Director, Office of Planning and Research
- Tony Tavares, Director, California Department of Transportation
- Tanisha Taylor, Executive Director, California Transportation Commission
- Gustavo Velazquez, Director, California Department of Housing & Community Development

November 1, 2024

Robert Phipps, Chair
San Joaquin Valley Regional Transportation Planning Agencies Directors' Committee
Interim Executive Director, Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, California 93721
Rphipps@fresnocog.org

Dear Interim Executive Director Phipps:

Thank you for your letter dated October 15, 2024, regarding the desire to holistically review the SB 375 framework and providing context for the San Joaquin Valley. CARB agrees that SB 375 is an important foundation for planning and envisioning a future that better supports our climate goals and community needs, including the issues you raise of disadvantaged communities and air pollution in the San Joaquin Valley, and we appreciate the Valley metropolitan planning organizations' ongoing work and collaboration with our team to help make SB 375 a success. We agree that it is of crucial importance to ensure that the strategies identified in the plans developed under SB 375 are implemented.

CARB was recently invited to participate in a dialogue between State agencies and regional metropolitan planning organizations. Our understanding is that this effort is intended to facilitate and further the dialogue you have proposed. We are committed to participating and would welcome your participation in this effort.

In your letter, you requested that CARB pause our current processes to update the regional greenhouse gas reduction targets and the Sustainable Communities Strategies Program and Evaluation Guidelines to allow time for such dialogue to occur, or re-adopt existing targets should such a pause not be possible. CARB values MPO input and has been inviting MPO input on the guidelines and target-setting processes since late 2023. Given the statutory requirements for target setting and the need to update the Evaluation Guidelines in time for the fifth round of sustainable communities strategies, we cannot commit to pausing the process or commit to any specific target levels at this time. CARB must continue advancing our analytical staff work, support an inclusive public dialogue, and conduct an environmental review on these topics. As we undertake these processes, we could consider concepts that arise in the aforementioned dialogue, and of course we would be happy to meet with any of the Valley MPOs or consider any data or recommendations that you may wish to provide.

We look forward to continuing dialogue with your agencies about all of these important topics and doing so at a pace that will allow us to meet the requirements established by law. Thank you again for your letter. If you have any questions or would like to discuss this

further, please do not hesitate to contact me or [Dr. Jennifer Gress](#), Chief of CARB's Sustainable Transportation and Communities Division.

Sincerely,



Steven S. Cliff, Ph.D., Executive Officer

cc: Jennifer Gress, Ph.D., Chief, California Air Resources Board, Sustainable
Transportation and Communities Division
Jennifer.Gress@arb.ca.gov



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 4-H

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

San Joaquin Joint Powers Authority 2025 Draft Business Plan

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

To protect the existing San Joaquin Rail Service and to promote its improvement, in 2012, local and regional agencies throughout most of the San Joaquins Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland) sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority (SJJP) to take over the administration and management of the existing San Joaquin Rail Service from the State.

The primary role of SJJP is the day-to-day management of the San Joaquins. In 2019, SJJP selected the San Joaquin Regional Rail Commission (SJRR) as its Managing Agency. SJRR's consolidated agency approach results in the most efficient and cost-effective management of the San Joaquin Valley's two passenger rail services. SJJP will provide the level of service consistent with funding appropriated by the State and any cost savings identified by SJJP or revenues in excess of the Business Plan projections, which may be used by SJJP for service improvements in the San Joaquins Corridor.

The purpose of this 2025 SJJP Business Plan Update ("Business Plan") is to identify SJJP's intentions for State Fiscal Year (FY) 2025/26 and FY 2026/27 in its management of the San Joaquins Intercity Passenger Rail Service (San Joaquins) and to request the annual funds required by SJJP to operate, administer, and market the San Joaquins. This Business Plan also describes planned service and capital improvements to ensure the continued success and future growth of the San Joaquins. This Business Plan will be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form on April 1, 2025, and will be submitted in final form by June 30, 2025. Anticipated project and program advancement highlighted in the Business Plan includes bringing back a 7th daily round trip and adjusting schedules to better capture ridership changes.

A copy of the Draft Business Plan can be accessed at: <https://sjjpa.com/>

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 5-A

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

State Route 233 Corridor Plan - Final

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Caltrans District 6, System Planning, has completed the State Route (SR) 233 Corridor Plan. It has been approved and signed by the acting Deputy District Director of Transportation Planning & Local Programs and the District Director.

SR 233 is situated within the northern portion of Madera County, in and near the City of Chowchilla. The existing facility for SR 233 is primarily a two-lane conventional highway with the segment in central Chowchilla being a four-lane conventional highway. The route begins at SR 152 to the south and extends north all the way to SR 99. The Ultimate Transportation Concept (UTC) for SR 233 is a four-lane conventional highway.

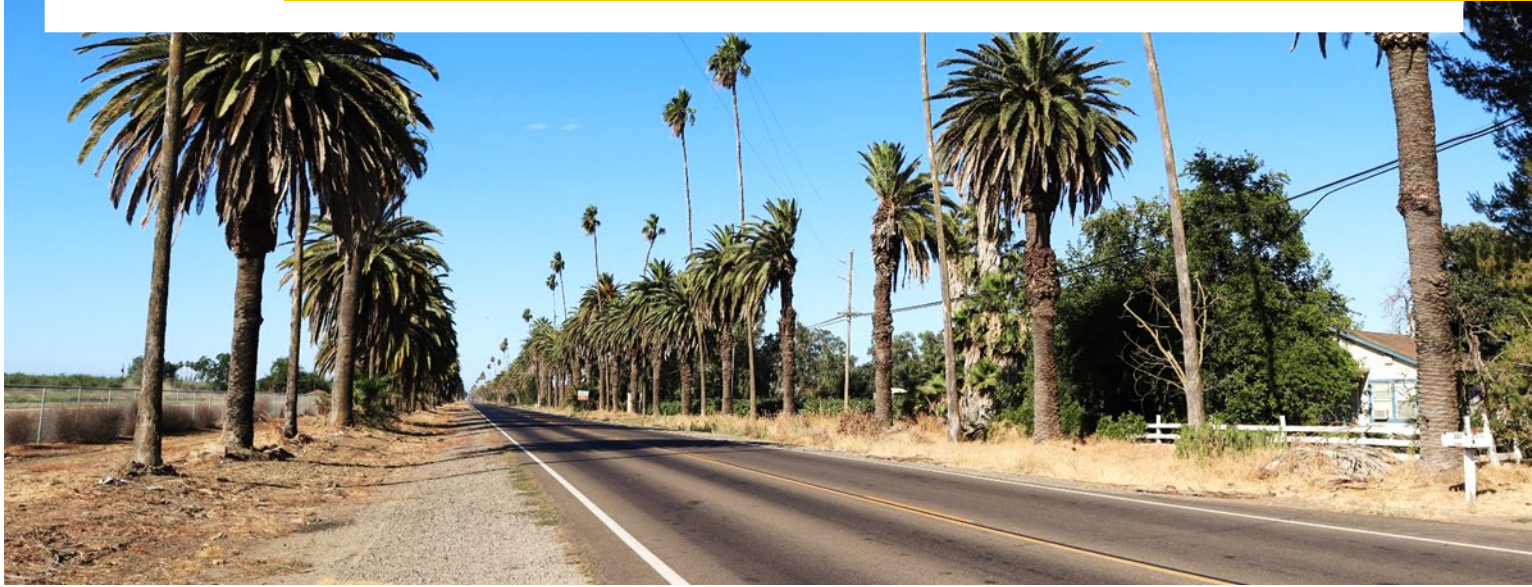
The plan, included in your package, includes a corridor overview, safety analysis, land-use and community characteristics, partner and stakeholder participation and collaboration, system facilities characteristics, environmental considerations, and project strategies for the corridor.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

State Route 233 Corridor Pl

Item 5-5-A.





Cover photo: Palm-lined SR 233, just north of SR 152. Left to right: SR 233 near Myer Drive looking towards County Wood Shopping Center; School crossing sign for Wilson Middle School at 13th Street; SR 233 between Seventh and Sixth streets.

State Route



Corridor Plan



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for the final design of any project. Any information in this Corridor Plan is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 6 System Planning Branch makes every effort to ensure the accuracy and timeliness of the information contained in the Corridor Plan. The information in the Corridor Plan does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

Caltrans Mission: Improving lives and communities through transportation.

Caltrans Vision: A thriving and connected California.

Approvals:

A handwritten signature in blue ink, appearing to read "C Brock", written over a horizontal line.

Caleb Brock
Acting Deputy District Director
Transportation Planning &
Local Programs
Caltrans – District 6

2/24/2025

Date

A handwritten signature in blue ink, appearing to read "M Navarro", written over a horizontal line.

Michael Navarro
District Director
Caltrans – District 6

2/24/2025

Date

System Planning Acronyms within this Corridor Plan

AADT - Average Annual Daily Traffic
ADA – Americans with Disabilities Act
ADT - Average Daily Traffic
ATP – Active Transportation Plan
C - Conventional Highway Facility
CAPTI – California State Transportation Agency's Climate Action Plan for Transportation Infrastructure
CATX – Chowchilla Area Transit Express
CHSR – California High-Speed Rail
CIIM – Caltrans Initial Investigation Map
COG - Council of Governments
CP – Corridor Plan
CT - Caltrans (California Department of Transportation)
CTP – California Transportation Plan
DOT - Department of Transportation
E - Expressway Highway Facility
F - Freeway Highway Facility
FY - Fiscal Year
GHG – Greenhouse Gas
ICES – Intermodal Corridors of Economic Significance
IRRS - Interregional Route System
JCT - Junction
LOS - Level of Service
MCC – Madera County Connection
MCTC - Madera County Transportation Commission
MPO - Metropolitan Planning Organization
NHS - National Highway System

NTN - National Truck Network
OC - Overcrossing
OH - Overhead
PA&ED – Project Approval and Environmental Document
PID – Project Initiation Document
PM – Post Mile
PS&E – Plans, Specifications, and Estimate
RIP – Regional Improvement Program
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agency
ROW-R/W - Right-of-Way
SHOPP - State Highway Operations and Protection Program
SHS – State Highway System
STRAHNET - Strategic Highway Corridor Network
SJVAPCD - San Joaquin Valley Air Pollution Control District
SR - State Route
STAA - Surface Transportation Assistance Act
STIP - State Transportation Improvement Program
TDM - Transportation Demand Management
TMS - Traffic Monitoring Station
TNS – Transportation Network Service
UC – Undercrossing
UP or UPRR – Union Pacific Railroad
UTC - Ultimate Transportation Corridor
V/C - Volume to Capacity Ratio
VMT - Vehicles Miles Traveled
YARTS – Yosemite Area Regional Transportation System

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About System Planning:

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway system (SHS) (Gov. Code 65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of:

- *Safety and Health*
- *Stewardship and Efficiency*
- *Sustainability*
- *Livability and Economy*
- *System Performance*
- *Organizational Excellence*

About Corridor Planning:

Corridor Planning (CP) is a multimodal transportation planning approach that recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities. These locations are tied together by a complex system of streets, roads, highways, trails, paths, rail lines, bus corridors, and other elements that affect the convenience, safety, and accessibility of transportation choices. Caltrans is committed to developing transportation corridor plans that identify and recommend transportation strategies and improvements in coordination with our planning partners.

Corridor Plan Purpose:

California's SHS needs long-range planning documents to guide the logical development of transportation systems as required by California Gov. Code 65086 and as necessitated by the public, stakeholders, and system users. The purpose of the CP is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20–25-year planning horizon. The CP is developed with

goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor. Corridor Plans address community and environmental needs through integrated management of the transportation network, including the multimodal integration of highway transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor.

Partner/Stakeholder Participation:

Stakeholders were consulted during the research phase of this CP for their input and the accuracy of the data. Contact was done via e-mail, telephone, and virtual meetings. Once a draft was completed by the Caltrans Planning team, it was circulated for comments with internal stakeholders. Internal stakeholders included: the Division of Planning, Maintenance and Traffic Operations, Environmental, Project Development, Right of Way, and the Native American Liaison. As comments were collected, the CP was further edited and revised. As the CP became more finely tuned, it was then sent out via e-mail or regular mail for input from external stakeholders. These external stakeholders include, within the corridor: Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), city and county planning and public works agencies, the California Trucking Association, San Joaquin Valley Air Pollution Control District, chambers of commerce, Native American tribes, farm bureaus, community-based organizations, and other transportation agencies.

For more information on input from stakeholders, please contact Alec Kimmel, District 6 – System Planning Branch Chief, at alec.kimmel@dot.ca.gov.

Executive Summary:

State Route (SR) 233 is situated within the northern portion of Madera County, in and near the City of Chowchilla. The existing facility for SR 233 is primarily a two-lane conventional highway with segment 3 being a four-lane conventional highway. The route begins at SR 152 to the south and extends north all the way to SR 99. The Ultimate Transportation Concept (UTC) for SR 233 is a four-lane conventional highway.

Corridor Overview:

Route Description:

Route Location: Located entirely in District 6, SR 233 begins at the intersection of SR 152 and SR 233 in Madera County (PM L0.121). The route travels northeast, ending at the intersection of SR 99 and SR 233 in Chowchilla (PM 3.887). It is nearly four miles long and is located solely in Madera County.

Route Purpose: The route primarily serves the City of Chowchilla and operates as a main street within the city. It provides a connection between communities along SR 152 and SR 99.

Major Route Features: State Route 233 begins as an interchange at SR 152. Major junctions include: Avenue 23 ½ (Madison Road), Avenue 24, Washington Road, 15th Street, 13th Street, 11th Street through First Street, Front Street, the Union Pacific Railroad tracks, Chowchilla Boulevard, and ends at SR 99.

The route encompasses the last 3.887 miles of Robertson Boulevard and beyond its end at SR 99, it becomes Avenue 26.

Route Description	
Functional Classification	Major Collector
National Highway System (NHS)	Yes from PM 0.577 (Ave 23 ½)
Freeway/Expressway System	No
Regionally Significant	Yes
Strategic Highway Network (STRAHNET)	No
Lifeline	No
Interregional Road System (IRRS)	No
Truck Network	Terminal Access (TA)
Scenic	No
Intermodal Corridor of Economic Significance (ICES)	No
General Plan/RTP LOS Standard	Madera Co LOS D for RTP Regionally Significant System

General Plan/RTP Standard Highway Classification	Expressway
Passing Lanes	No
Bike Use Allowed	Yes

Table 1: Route Description

Route Segmentation:

State Route 233 is divided into four segments from SR 152 to SR 99.

Segment	Location	County Route Beg. PM	County Route End PM
1	SR 233/SR 152 Sep to Palm Parkway	L0.121	2.036
2	Palm Parkway to Washington Rd	2.036	2.390
3	Washington Rd to Chowchilla Blvd	2.390	3.586
4	Chowchilla Blvd to Jct SR 99	3.586	3.887

Table 2: Route Segmentation

The route serves as the main street for the City of Chowchilla and provides a connection between SR 99 and SR 152. The route is also known as Robertson Boulevard; it has a stretch of palm trees that lines the road. The route runs through flat terrain.

Segment 1: State Route 152 to Palm Parkway

Begins: At SR 152 in Madera County

Ends: At Palm Parkway in Chowchilla

Land Use: This segment is primarily rural with flat terrain. There are some rural residences, agricultural businesses, restaurants, and a church.

Facility: This segment is a two-lane undivided conventional highway. The 2045 Concept calls for a two-lane conventional highway with improvements, such as turn lanes, passing lanes, signals, and other possible operational improvements. The posted speed limit ranges from 55 miles per hour (mph) to 50 mph.

Interchange(s) and other State highway connections:

- Interchange with SR 152.

Environmental/Historical Resources: No major issues.

Segments 2 – 4: Palm Parkway to State Route 99

Begins: At Palm Parkway in Chowchilla

Ends: At SR 99 in Chowchilla

Land Use: This section of the route is predominantly within the City of Chowchilla, an urban area. There are commercial and residential land uses in this section. It serves as a main street from Avenue 25 to SR 99. There is a park between Seventh and Sixth avenues on the northwest side of SR 233.

Facility: This part of the route varies from a two-lane undivided highway to a four-lane divided highway. There are median left-turn lanes in the two-lane undivided highway section. The 2045 Concept calls for a two-lane conventional highway with improvements and the existing four-lane to remain a four-lane. The posted speed limit ranges from 40 to 30 mph.

Interchange(s) and other State highway connections:

- None.

Environmental/Historical Resources: The California Natural Diversity Database identifies two rare species in this section of the route. Lesser Saltscall, an annual plant, and the hoary bat, a mammal, are presumed to be extant.

Safety:

Caltrans continues to make safety a top priority. The Caltrans 2020-2024 Strategic Plan aims to eliminate fatalities and serious injuries on California roads by 2050. In February 2022, the Department issued [Directors Policy 36 \(DP-36\)](#) Road Safety. DP-36 states Caltrans' vision of zero fatalities and serious injuries, and commits to providing safer outcomes for all communities by the following:

- A safety-first mindset prioritizing road safety.
- Prioritize the elimination of fatal and serious injury crashes through our existing safety improvement programs, along with development and implementation of new programs to enhance the safe use of our roadways.
- Eliminating race-, age-, ability-and mode-based disparities in road safety outcomes.



Figure 1: Safe System Approach

DP-36 states that the Department will achieve our intended results through adoption of the Safe System Approach (SSA). The SSA identifies the following six principles intended to shift the traditional approach to road safety towards a more holistic and comprehensive method:

- **Eliminate Death and Serious Injuries:**
Preventing fatal and serious injury crashes on our roads is priority #1.
- **Humans Make Mistakes:**
It is critical and realistic to design and operate our transportation system to accommodate mistakes.
- **Humans Are Vulnerable:**
The system's design and operation must account for human fragility and reduce impact forces.
- **Responsibility is Shared:**
All stakeholders must collaborate to ensure that crashes do not result in deaths or serious injuries.
- **Safety is Proactive and Reactive:**
Proactive tools must supplement – if not replace – reactive strategies to identify and mitigate risks.
- **Redundancy is Crucial:**
If one part of the system fails, other parts are in place and work as designed to protect people.

Adopting these principles represents a significant shift from Caltrans' traditional approach to safety while planning and constructing the State Highway System. The goal is to take a realistic and holistic view of safety for all road users, including pedestrians, bicyclists, transit riders, and vehicle users. The SSA calls for a proactive, not just reactive, response to implementing safety features. The U.S. Department of Transportation is also implementing the National Roadway Safety Strategy. This strategy proposes incorporating ["vehicle-to-everything \(V2X\) technology"](#) as part of the Safe System approach and has been identified by others, such as the National Transportation Safety Board, as a safety-critical "most wanted" technology.

State Route (SR) 233 is a short route, less than four miles, providing connection between SR 152 and SR 99 as well as serving as the main street through the City of Chowchilla. It is well known for its palm trees, which were originally planted in 1913, that line both sides of the route with spacing as little as 50 feet. Between Chowchilla and SR 152, about two miles, the route is currently a two-lane conventional highway rural facility. This rural segment is mostly bordered by agricultural and commercial lands. There is a cluster of residences near the SR 152 interchange with many driveways. Through the City of Chowchilla, the roadway which is mostly a four-lane facility, provides left turn pockets or two-way left turn lanes. The segment through Chowchilla is developed on each side of the route and connects to SR 99 via an interchange on the eastern end.

Proactive safety measures that can be considered for the rural segment include: standard shoulder widths, edge line and centerline rumble strips, pavement edge treatment, and six-inch lane striping. Traffic calming measures are essential to enhance the safety of roadways and encourages safe pedestrian and bicycle activity. Traffic calming in this setting is beneficial due to the numerous driveway locations and cross streets. Potential relocation, shielding, or delineation of fixed objects can also be considered to enhance safety. Realignment skewed intersections also increases sight distance and shortens pedestrian crossings.

Through the City of Chowchilla active transportation, complete streets, and traffic calming measures are being considered. Roundabout intersections have less conflict points than stop-controlled and signalized intersections, and statistics show significantly lower fatality and serious injury collision rates. Roundabouts are being considered at the SR 233/SR 99 ramps and other intersections. Due to Caltrans' commitment to engagement and advancing equity and livability in all communities as part of the Caltrans 2020-2024 Strategic Plan, ongoing collaboration with the City of Chowchilla is crucial. Bike lanes, sidewalk connectivity, Americans Disability Act (ADA) compliant curb ramps, enhanced pedestrian crossings, lighting, and transit amenities can all enhance safety and provide a more livable community.

State Route 233 Corridor Plan

February 2025

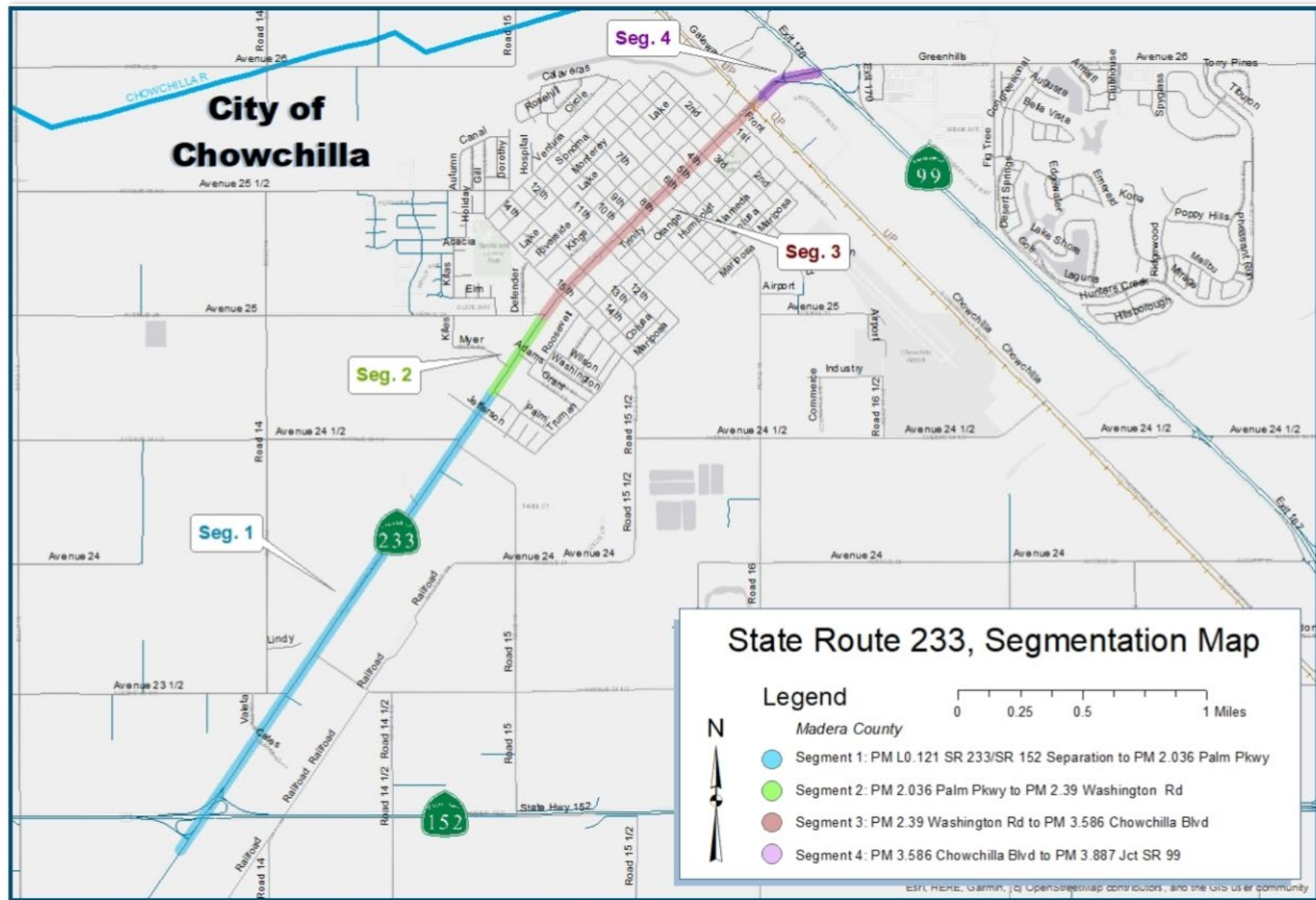


Figure 2: SR 233 Segment Map

Land Use and Community Characteristics:

Land Use:

State Route 233 begins at its junction with SR 152 in the south and extends north to SR 99. It also serves as the main street for the City of Chowchilla.



Figure 3: Near the start of SR 233, north of the SR 152/SR 233 Interchange

Segment 1 lies in Madera County. Currently, the segment is mainly agricultural with orchards, agricultural-related businesses, rural residences, and undeveloped land. The zoning for this segment includes: highway commercial, service commercial, public facility, medium-density residential, medium high-density residential, and high-density residential. Some businesses in the county portion of SR 233 include equipment rentals, small restaurants, a church, a livestock feed store, and agricultural and industrial equipment sales.

As mentioned in the “Community Characteristics” section, there are two proposed residential developments in this segment.

Segment 2 covers a small portion of Madera County but is primarily located within the City of Chowchilla. Currently, the segment contains some undeveloped land, a shopping center, a couple of residences, and other commercial uses. Zoning for this

segment is service commercial. The shopping center includes a market, some personal services, and a restaurant. The remaining commercial is automotive and a store.

Segment 3 is located in the heart of Chowchilla. Currently, the segment is mainly commercial with a middle school, churches, residences, and a park. Zoning for this segment includes: medium-density residential, high-density residential, service commercial, medium high-density residential, public facility, park, and downtown commercial. There are restaurants, a market, Wilson Middle School, the

Chowchilla Senior Center, personal services, churches, Veterans' Memorial Park, health service, and fueling stations located within this segment.

Segment 4 is a short section of the route in Chowchilla. Currently, it is commercial. Zoning for this segment includes service commercial and highway commercial. Restaurants, mainly fast food, a hotel, fueling stations, and a rental company are located in this segment.

As mentioned in the "Community Characteristics" section, there is a master-planned development on the northeast corner of SR 99/SR 233 (Robertson Boulevard), which will impact the SR 99/SR 233 interchange. The interchange improvement project is currently underway in the design and right-of-way phase and is expected to be completed in 2028.



Figure 4: SR 233 and Chowchilla Blvd, looking east towards SR 99

Community Characteristics:

Madera County

Madera County is located in the central portion of the San Joaquin Valley and is the geographical center of California. The county boundaries are defined by rivers and geological features. The northern boundary between Madera and Merced County is formed by the Chowchilla River. The western and southern boundary between Madera and Fresno County is formed by the San Joaquin River. The eastern boundary between Madera and Mono County is formed by the Sierra Nevada foothills. The northeastern neighboring county is Mariposa County.

According to the U.S. Census Bureau (2022), Madera County's estimated population as of July 1, 2022 is 160,256. Over 27% of the population is under 18 years of age, and 15% of the population is over 65 years of age. The median income is \$76,920 (2022 inflation-adjusted dollars), with over 24% of the

population falling below poverty level. About nine (9)% of households are classified as limited-English speaking.

There are a couple of significant developments in the early planning stages. One is the Fagundes Mixed Use Subdivision located at the northeast corner of SR 233 and SR 152. It calls for 594 residential lots, six outlots, and five highway commercial lots on 171 acres. The other is a residential development for 34 attached single-family residences and 160 multi-family residences at the northeast corner of SR 233 and Road 15.

Major industries in Madera County are educational services, health care, social assistance, agriculture, construction, manufacturing, and the arts. Major crops and agricultural industries in Madera County include almonds, nuts and hulls, milk, grapes, pistachios, cattle and calves, pollination, replacement heifers, nursery stock, corn silage, and poultry.

City of Chowchilla

The City of Chowchilla is an incorporated city in Madera County located along SR 99. The town was purchased and developed by Orlando Alison Robertson in 1912. He purchased the Chowchilla Ranch from the California Pastoral and Agricultural Company and set aside the northeast corner of the property as a site for a town named Chowchilla. The town was incorporated on February 7, 1923.

According to the U.S. Census Bureau, Chowchilla's population is estimated to be 18,826 as of July 1, 2021. About 21% of the population is under 18 years of age, and nearly 7% is over 65 years of age. The median income is \$60,875 (2021 inflation-adjusted dollars), with 16% living below poverty level. Only about two (2)% of households are classified as limited-English speaking.

There is a large, 561-acre master-planned development at the northeast corner of SR 99 and Robertson Boulevard/Avenue 26. The Rancho Calera Specific Plan will add 6,000 residents in over 2,000 residences (single and multi-family), 300,000 square feet of service commercial and mixed-use development, a 13-acre park, seven neighborhood parks, over five miles of trails and paths, and possibly a new school adjacent to the existing Ronald Reagan Elementary School. It will be developed in multiple phases. This development will have traffic impacts to the SR 99/SR 233 interchange since it will provide primary access to the development. Therefore, the developer will be paying traffic impact fees to the City of Chowchilla for needed traffic circulation improvements.

Major industries in Chowchilla include educational services, health care, social assistance, agriculture, construction, public administration, retail trade, and the arts.

Chowchilla has two (2) State prisons, the California Department of Corrections Central California Women's Facility, and the Valley State Prison. The women's facility houses over 2,200 inmates and is California's largest female institution. The Valley State Prison was originally a women's prison from 1995 to 2013. Since then, it has been converted to an all-male prison.

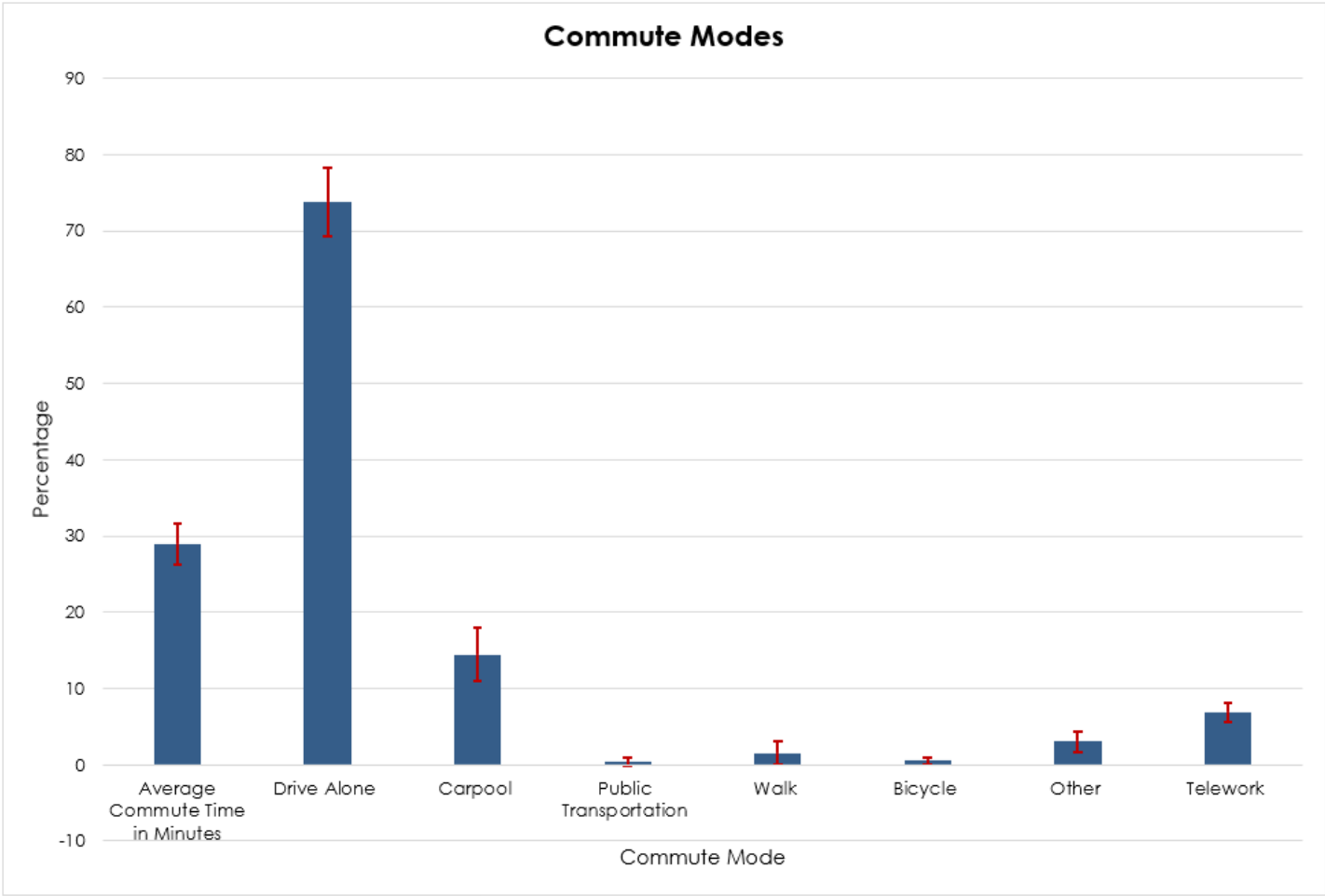
Table 3/Figure 5 shows the commute modes used by employees in Madera County and the City of Chowchilla. The average commute is just under 30 minutes with most choosing to commute by driving alone. A fair amount carpooled, followed by teleworking. Active transportation and transit were minimally used.

COMMUTE MODES								
Community	Average Commute Time in Minutes	Drive Alone %	Carpool %	Public Transportation %	Walk %	Bicycle %	Other %	Telework %
Madera County	29.5 (± 1.1)	73.3 (± 2.0)	12.6 (± 1.5)	0.2 (± 0.2)	1.5 (± 0.5)	0.1 (± 0.2)	4.7 (± 1.1)	7.5 (± 0.9)
Chowchilla	28.3 (± 4.2)	74.1 (± 7.0)	16.2 (± 5.5)	0.6 (± 0.8)	1.6 (± 2.4)	0.0 (±0.8)	1.4 (±1.6)	6.2 (± 3.3)
Average	28.9 (± 2.65)	73.7 (± 4.5)	14.4 (± 3.5)	0.4 (± 0.5)	1.55 (± 1.45)	0.5 (± 0.5)	3.05 (± 1.35)	6.85 (±1.2)

Margin of Error is shown in red

U.S. Census data - 2022 American Community Survey 5-year Estimates

Table 3: Commute Modes



Margin of Error is shown in red

Figure 5: Commute Modes

CalEnviroScreen and Disadvantaged Communities:

Caltrans strives for equity and balance in transportation investments, economic prosperity, and environmental protection.

As stated in Caltrans' Director's Policy 21, November 5, 2001, Caltrans incorporates Environmental Justice into its programs, policies, and activities to ensure there are no disproportionate adverse impacts, particularly on minority, disabled, and low-income populations. In 2004, the California Environmental Protection Agency's (CalEPA's) *Environmental Justice Action Plan* called for the development of guidance to analyze the impacts of multiple pollution sources in California communities. From a *Cumulative Impacts* report published in 2010, CalEPA proposed methodology for ranking and identification of areas in California that face multiple pollution and socioeconomic burdens, particularly the level of poverty. Based on this methodology, the CalEnviroScreen Tool was developed.



Figure 6: Downtown Chowchilla looking west at SR 233/Front Street

Senate Bill (SB) 535 (De Leon) directs the California Environmental Protection Agency to identify communities as target areas for Cap-and-Trade program funding. Passed in 2012, it specifically directs that a quarter of the proceeds from the Greenhouse Gas Reduction Fund must also go to projects that provide a benefit to those communities. Furthermore, a minimum of ten percent of the funds must be for projects located within, or benefit, those disadvantaged communities.

Disadvantaged Communities, as defined by SB 535 and identified using the CalEnviroScreen Tool, are those communities whose Census Tracts overall exhibit the highest total scores. The CalEnviroScreen Tool uses data from federal and state sources; components of exposure and environmental effects are

combined to create a Pollution Burden group, and components of sensitivity and socioeconomic factors are combined to create a Population Characteristics group. The result of multiplying the Pollution Burden scores and Population Characteristic scores generates a final score and rank, which is represented as a color-coded map of census tracts indicating various levels of concentration of Disadvantaged Communities under SB 535, using CalEPA's methodology. For further information on CalEnviroScreen 4.0, please visit <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

In developing strategies for delivering a safe, sustainable, and multi-modal transportation system to meet the needs of all Californians, Caltrans actively seeks to build partnerships with local agencies. By referencing CalEPA's work to identify these communities as opportunities for investment, Caltrans seeks to strengthen relationships with local partner agencies. CalEnviroScreen scores are used in State grant applications to determine the greatest need for funding. Caltrans' projects incorporate complete streets features to help alleviate air quality and health issues caused by single occupancy vehicles' exhaust; wear from fires, brakes, and clutches; road wear caused by mechanical abrasion; and suspension of road dust.

The map below indicates the overall CalEnviroScreen 4.0 scoring percentiles for SR 233. The percentiles along the route range from 75 to 82%. Several indicators contributed to this percentile score. Among the highest indicators were the following:

- Exposures
 - Ozone
 - Particulate Matter 2.5 microns (PM2.5)
 - Pesticides
 - Drinking water
- Environmental Effects
 - Groundwater threats
- Health
 - Asthma
 - Cardiovascular disease
- Socioeconomic Factors
 - Education
 - Poverty
 - Unemployment

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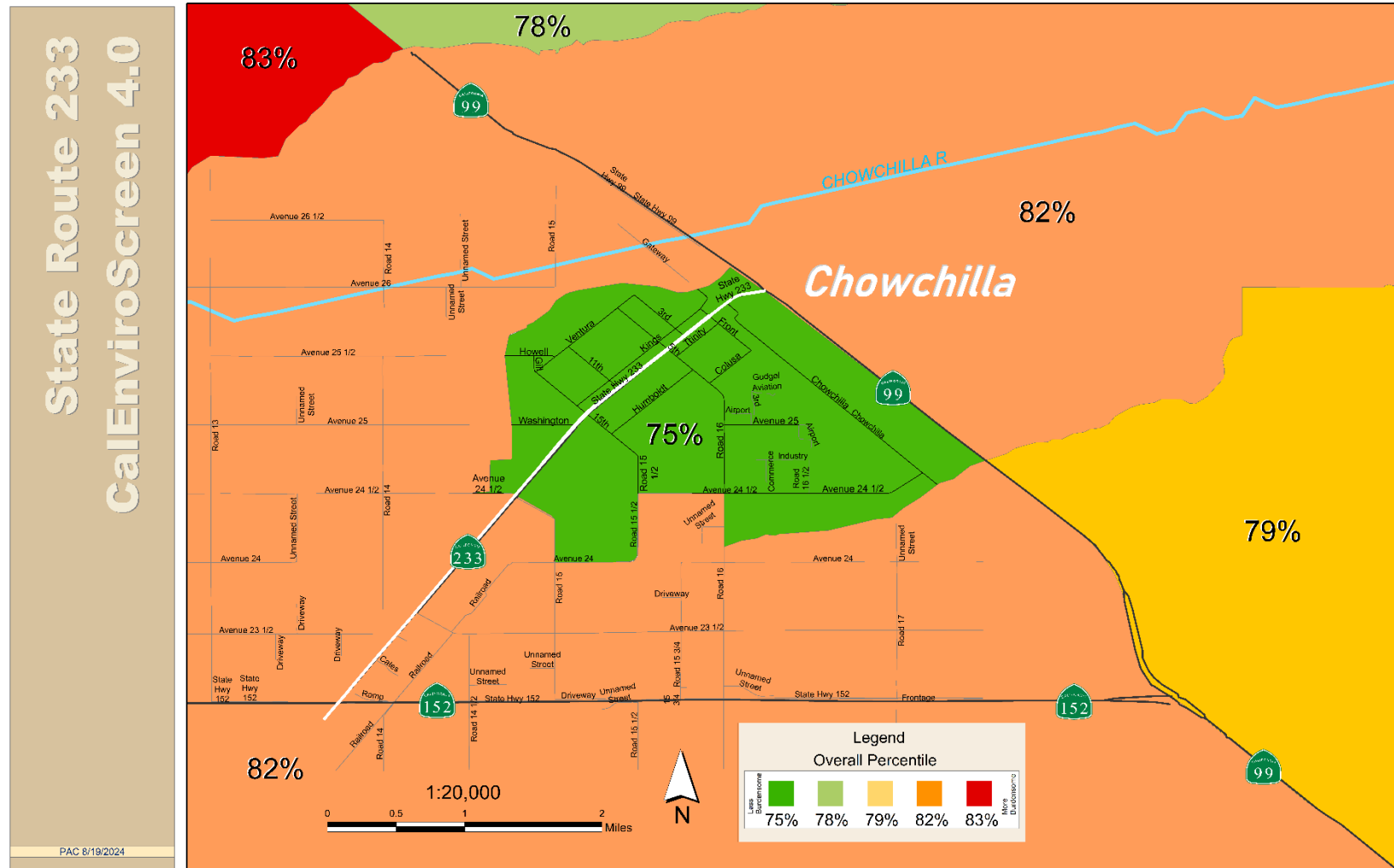


Figure 7: CalEnviroScreen Map

Native American Collaboration:

Many California roads and highways originated along tribal hunting and trading routes. The study, "California Central Valley Tribal Transportation Environmental Justice Collaborative Project," identified indigenous groups that consider portions of Fresno, Kern, Kings, Madera, and Tulare Counties as their ancestral lands.

The map below shows the Ethnographic Territories within Madera County. The SR 233 corridor passes through the Northern Valley Yokuts' traditional territory.

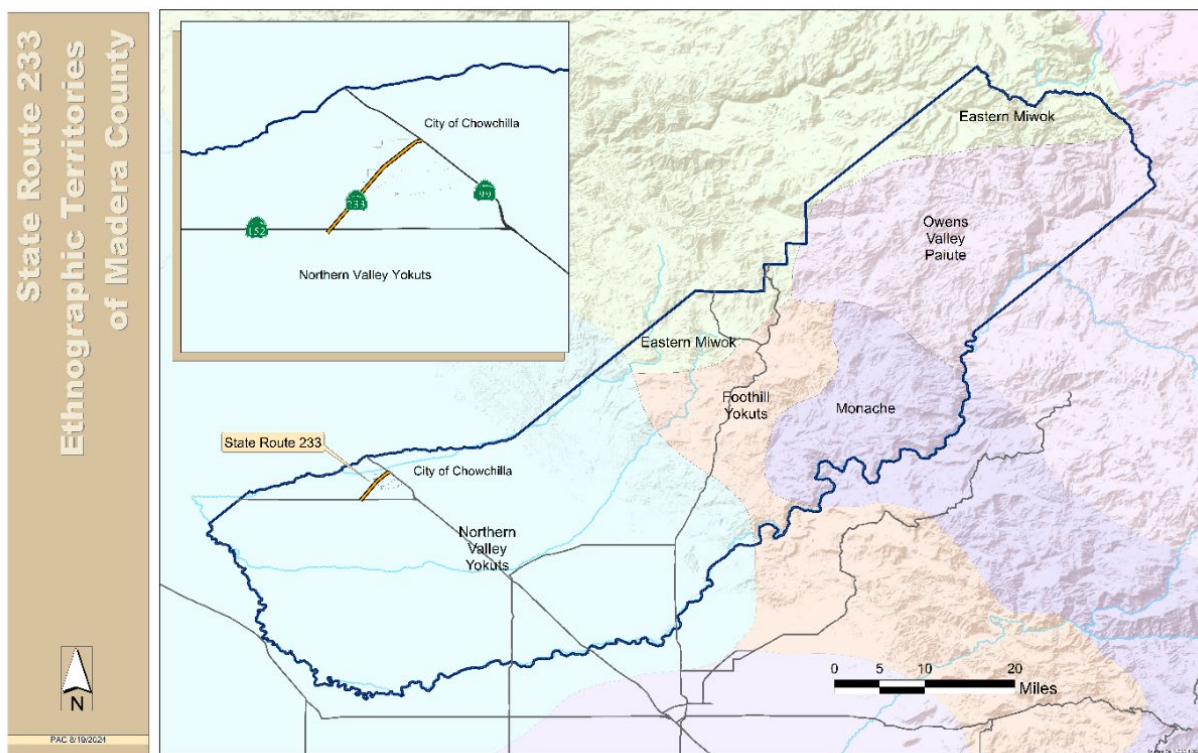


Figure 8: Map of Ethnographic Territories of Madera County and State Route 233

Caltrans considers tribal governments and communities as partners in the SR 233 Corridor Plan. Caltrans District 6 Planning reached out to the Picayune Rancheria on September 27, 2024.

System Characteristics (Facilities):

Complete Streets:

Per Caltrans Director's Policy (DP-37), "A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods."

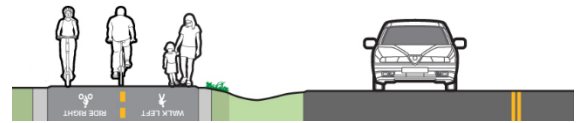
Complete streets aim to maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement with the least environmental and social impacts possible.

"The California Department of Transportation (Caltrans) recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces. Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved." Director's Policy 37 (DP-37).

Complete street and active transportation features exist on the route. There are also current projects adding or improving these features on SR 233.

Class I Shared Use Path

A Class I bike path provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.



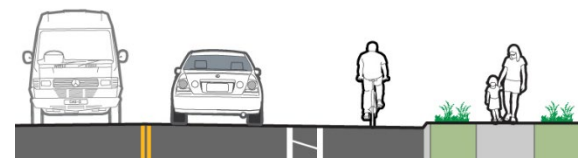
Class II Bike Lane

A Class II bike lane provides a striped lane for one-way bike travel on a street or highway.



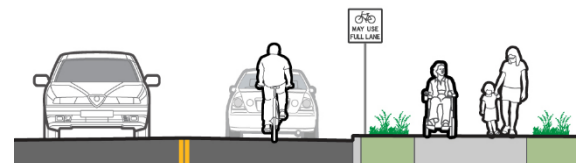
Class II Buffered Bike Lane

A buffered bike lane provides separation by a marked buffer between the bike lane and the traffic lane and/or parking lane.



Class III Bike Route

A Class III bike route provides for shared use with pedestrian or motor vehicle traffic.



Class IV Bikeway

A Class IV bikeway (separated bikeway) provides for the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) required between the separated bikeway and through vehicular traffic.



Figure 9: Bicycle Facility Classes

For more information on bicycles and complete streets, please see the Caltrans webpage "Complete Streets Elements Toolbox 3.0" located at:

<https://storymaps.arcgis.com/stories/38530ceb5e3b4ee08b9b5b569e92587c>.



Figure 10: Non-existent sidewalk south of Washington Rd

Segment 1 does not have existing bicycle facilities or sidewalks. This section of the corridor has been identified as needing sidewalk improvement. There are no transit stops located within this segment.

Currently, there is a Caltrans' project that will add a shared shoulder/bike lane, shared use path, and Class II bike lanes from Avenue 24 ½ to the end of the route.

Segment 2 has a Class III bike route and sidewalks from Myer Drive to the Dollar Tree store. In the Madera County Transportation Commission's (MCTC) Active Transportation Plan (ATP) adopted in 2018, corridor improvements are planned for this segment including addressing sidewalk gaps along the entirety of this segment as well as pedestrian crossing improvements on Palm Parkway and SR 233. Currently, there is a Caltrans' project that will

add a Class II bike lane, sidewalks, and complete streets features within this segment. There is a planned locally funded project to construct a roundabout at SR 233 and Washington Road. Once the City has acquired the funds through developer fees, it will be incorporated into the Caltrans' project. There is one Madera County Connection (MCC) transit stop at the Countrywood Shopping Center.

Segment 3 has a Class III bike route with sidewalks on both sides of the route. There are three schools within the SR 233 corridor: Wilson Middle School, adjacent to SR 233 between 11th Street and 13th Street, Chowchilla High School, situated southeast of SR 233 at Humboldt Avenue and 8th Street, and Fuller Elementary School, located northwest of SR 233 at Riverside Avenue and 11th Street.

There are two ADA curb ramp projects in this segment. Both projects are funded through Caltrans' Minor A program and are in the environmental phase. The first project is the Chowchilla West ADA Railroad Improvements, at Front Street. The second project is the Chowchilla East ADA Improvements, at Chowchilla Boulevard. There is also a Caltrans' project in the design phase that will construct Class II bike lanes, add bulb-outs, complete the remaining ADA ramp improvements, and include other complete streets elements within this segment. State Route 233 has been awarded a Clean CA grant for beautification, scheduled to be completed in 2025. This project includes rectangular flashing beacons at crosswalks, and repair of sidewalks in both segments 3 and 4. There is one transit stop at the Community Sports Center.

Segment 4 is designated as a Class III bike route. Sidewalks exist on both sides of SR 233. A Class II bike lane will be constructed along with other complete streets features due to a Caltrans' project that is in the design phase. The SR 99/SR 233 Interchange Improvement project will help connect the City of Chowchilla on both sides of SR 99 by providing safer active transportation access through the interchange.



Figure 11: SR 233 between Washington Rd and 15th St - cracks in driveway and pavement



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Public Transit:



Figure 13: MCC transit vehicle picking up rider at SR 233/Eleventh St

Chowchilla Area Transit Express (CATX) and the Madera County Connection (MCC) provide service throughout the City of Chowchilla. CATX offers a local curb-to-curb, demand-response bus transit service in the city limits of Chowchilla. Ridership was 11,103 for the 2023/24 fiscal year.

MCC provides a fixed-route service between

Madera and Chowchilla, via the Chowchilla-Fairmead route that operates Monday through Friday and offers five trips per day. Ridership for this route was 3,864 for the 2023/24 fiscal year.

Public transit plays a key role in the complete streets by aiming to make streets safe and accessible to all users. MCC has implemented transit shelters and amenities at each of its transit stops in Chowchilla.

At this time, there are no known unmet transit needs in this area; however, there is development occurring within the area that could create additional demand in the future. This is especially true with the large-scale Rancho Calera development on the east side of SR 99.

Electric or hybrid buses produce fewer greenhouse gas emissions and reduce traffic congestion which aligns with sustainability to the system.

Other transportation network services (TNS) are also available in the Chowchilla area, such as Lyft and Uber. Located within city limits, the Chowchilla Municipal Airport is managed by the City of Chowchilla Public Works Department and is marketed for private use only and does not provide commercial flights. The nearest commercial flights are found at the Merced Regional Airport and the Fresno Yosemite International Airport.

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Freight:

State Route 233 is a Surface Transportation Assistance Act (STAA) terminal access route connecting to SR 152 in the southwest and to SR 99 at its northeast terminus. The Surface Transportation Assistance Act of 1982 allows large trucks to operate on the Interstate system and certain primary routes, collectively called the National Network. The STAA trucks are longer than California legal trucks, which require a larger turning radius than many local roads are designed to accommodate.



Figure 14: SR 233 designated truck route designation



Figure 15: Trucks on SR 233 near 15th St

The route primarily serves the need for local access to Chowchilla and for regional traffic moving between SR 152 and SR 99. According to the “Summary Chart Table A” on page 50, overall truck traffic is fairly low ranging from eight to ten percent of average annual daily traffic (AADT). Segment 1 has the highest truck traffic.

Five-plus axle trucks account for 18 to 48 percent of the total truck traffic.

The City of Chowchilla envisions incorporating more complete streets elements into the streetscape of SR 233/Robertson Boulevard, which serves as the crosstown main street. The city recognizes that a multi-modal approach to the route’s design will make it more inviting to pedestrians and bicyclists. Higher volumes of vehicle traffic on the thoroughfare reduce comfort for active transportation and contribute to noise and air pollution within the city.

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MCTC's 2021 technical memorandum, "Truck Route Study – Existing Conditions, Analysis Methodology, and Evaluation," counted vehicle traffic from SR 99 as 44,800 AADT with 23% trucks, and traffic from SR 152 as 15,000 AADT with 15% trucks. Based on this memorandum and information available from the *Chowchilla Industrial Park Specific Plan* (September 2018), the following segments were recommended for designation as truck routes within the City of Chowchilla:

- South Chowchilla Boulevard, from SR 233/Robertson Boulevard to City Limits
- Front Street, from Kings Avenue to Colusa Avenue
- Road 16, from Mariposa Avenue to City Limits
- Avenue 24 ½, from Road 16 to Chowchilla Boulevard
- Avenue 25, from Road 16 to Airport Drive
- Avenue 24, from Road 16 to SR 99
- Avenue 23 ½, from SR 233 to Road 16
- Road 16, from Avenue 24 to SR 152

It should be noted that although Colusa Avenue scored high on the evaluation, it is not recommended as a truck route as the route would cut through a neighborhood where single-family homes are the predominant land use. Similarly, Montgomery Lake Way scored high on the evaluation, but due to the lack of connectivity to industrial/commercial land uses, it should not be designated as a truck route. Figure 15 obtained from the SR 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan, illustrates the proposed truck routes and circulation. Prior to implementing truck routes, traffic indices should be assessed to determine the appropriate pavement thickness.

Coordination between the City of Chowchilla and Madera County is required to designate Avenue 23 ½ and Road 16 (Avenue 24 to SR 152) as truck routes, as the roadway segment is under County jurisdiction. The two segments provide connectivity to the Chowchilla Municipal Airport and allow trucks to bypass downtown Chowchilla.

South Chowchilla Boulevard, Front Street, Road 16, and Avenue 24 are also identified as proposed truck routes in the *Chowchilla Industrial Park Specific Plan*. The Plan also proposes a new roadway between Front Street and Road 16. Figure 16 illustrates the proposed realignment. The proposed realignment would

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improve the circulation of trucks within the industrial park. Montgomery Lake Way is also listed as a proposed truck route once an overpass over SR 99 is constructed. These future projects would improve circulation and make the proposed truck routes more attractive to truck drivers, which would divert trucks from city streets.

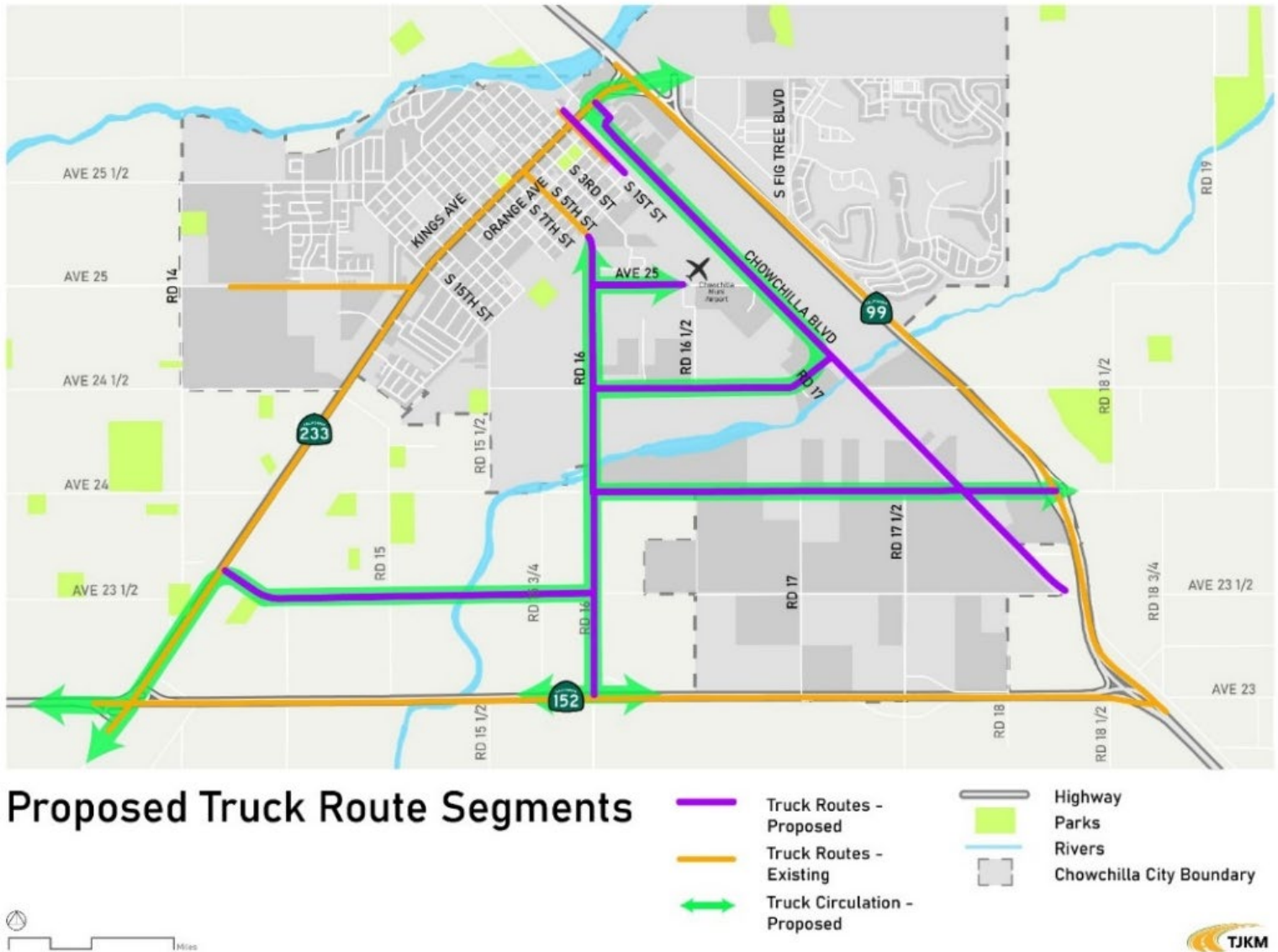


Figure 16: Proposed Truck Route Segments

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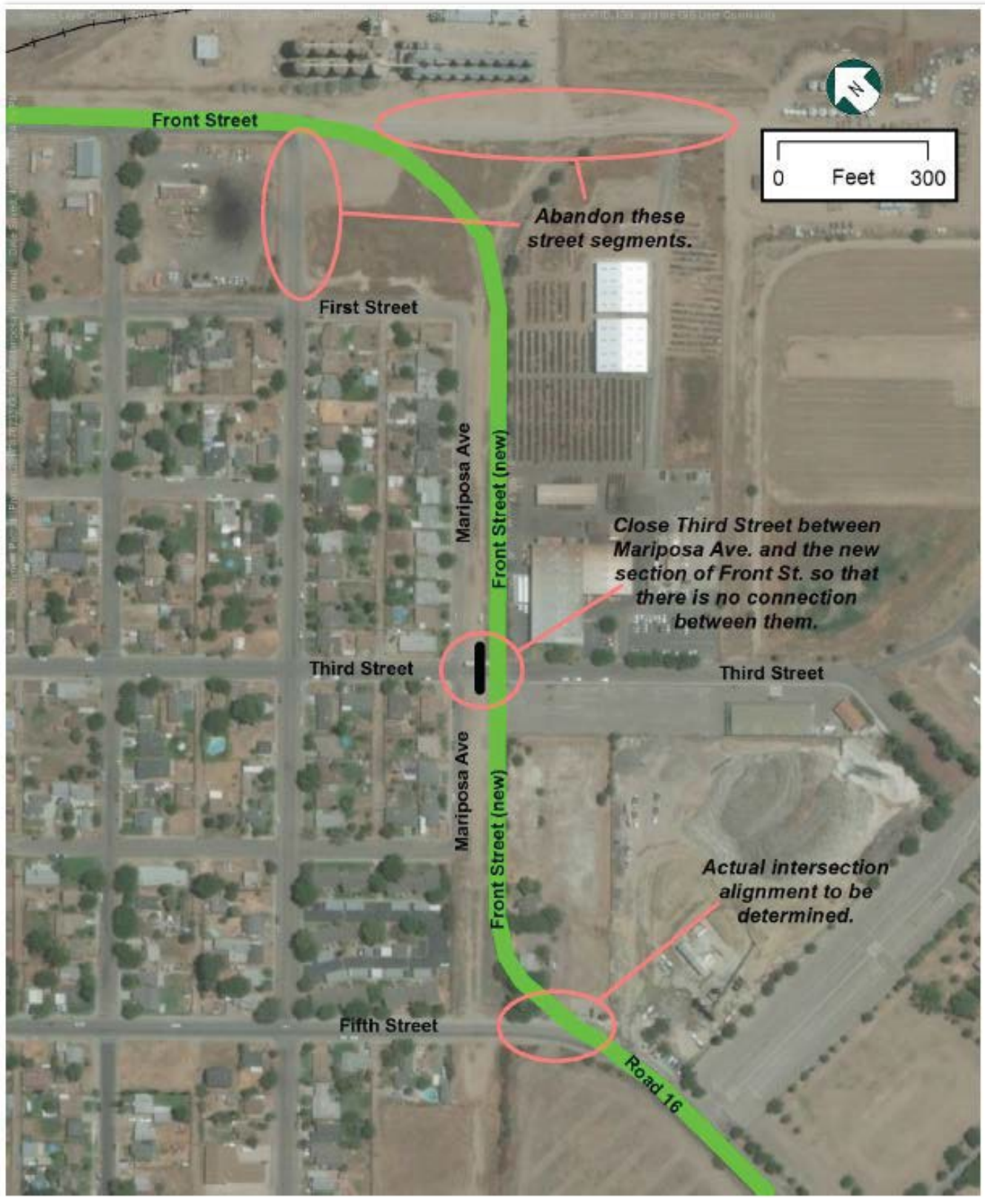


Figure 17: Front St/Rd 16 Realignment

Environmental Considerations:

Climate Change:

Climate change refers to the long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. California is vulnerable to nearly every climate change stressor and extreme weather condition: increasing temperatures, larger wildfires, heavier rainstorms, extended periods of drought, rising sea levels, and storm surges. These stressors associated with climate change pose a significant risk to California's natural and human resources and to the State's transportation infrastructure. Caltrans must therefore plan proactively and incorporate mitigation and resilience into its planning, programming, design, maintenance, and operations.

Caltrans is committed to leading climate action and advancing social equity in the transportation sector, consistent with the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure (CAPTI). This plan supports the California Transportation Plan 2050 (CTP 2050) goals that work to meet the State's ambitious climate change mandates, targets, and policies set forth by Executive Order N-19-19 and N-79-20, signed by Governor Newsom in 2019 and 2020, respectively. The CTP 2050 is the State's broad vision for the future of the transportation system in California, with a focus on advancing equity and climate priorities by expanding travel modal options for all Californians.

Caltrans' climate change efforts revolve around 1) creating and maintaining sustainable practices to reduce greenhouse gas emissions from transportation operations and projects, and 2) implementing adaptation measures to increase the resilience of the State highway system to climate impacts and address vulnerabilities. Recently, Caltrans developed a series of vulnerability assessments for each of the Department's 12 districts. These assessments identified climate change vulnerabilities along the State highway system, including impacts from changes in temperature, precipitation, increased wildfires, sea level rise, storm surge, and cliff retreat. The assessments provide an important tool for communicating climate vulnerabilities both within Caltrans and to the Department's external partners. Caltrans is using the vulnerability assessment findings to inform adaptation plans customized for each district to increase highway resilience. Caltrans has prioritized segments of the State highway

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system that are most likely to be affected by climate change. They are divided by four assets: bridges, large culverts, small culverts, and roadways.

The Caltrans Initial Investigation Map (CIIM) indicates that land subsidence is an issue to consider on SR 233. The San Joaquin Valley is sinking five centimeters per month in some locations, in large part due to groundwater depletion from agriculture draw down combined with hydro-compaction. Though groundwater pumping rates have slowed in the region since the 1970s, droughts (such as the 2011 to 2017 drought) typically result in an increase in groundwater use. If droughts become more frequent and groundwater depletion continues as a result, land subsidence will continue. Impacts to infrastructure (such as the State highway system) may occur where it crosses subsiding areas, especially if the depths or rates of subsidence are uneven across the landscape. Subsidence in the San Joaquin Valley and greater Central Valley area is being watched carefully by both researchers and infrastructure managers. For example, the California High-Speed Rail Authority is preparing for potential subsidence by using ballast, as opposed to “highway-like” concrete slabs, to support track in subsidence prone areas. This design will be easier to maintain and fix if the land sinks, saving time and costs in the future. Subsidence will be an ongoing issue for the region that will undoubtedly affect infrastructure planning, management, and maintenance for Caltrans and other infrastructure owners. The Caltrans District 6 Climate Change Vulnerability Assessment Map and CIIM show the main climate stressor for SR 233 into the future would be changes in minimum and maximum temperatures. The seven-day maximum temperature for the year 2055 is forecasted to be about 6.0° F higher than current averages. The average minimum temperature in 2055 would be about 4.0° F higher than current averages. With these forecasted temperature conditions, SR 233 will likely have roadway impacts. Higher temperatures and longer heat spells can increase the buckling and rutting of roads due to the binder in the pavement becoming more pliable and losing its shape with the stress of traffic, the warping of rails, and health risks for maintenance and construction crews working during the day. The figure below shows the locations impacted and their prioritization by vulnerability. The highest priority areas are reflected by a scale from one to four, with one being the highest.

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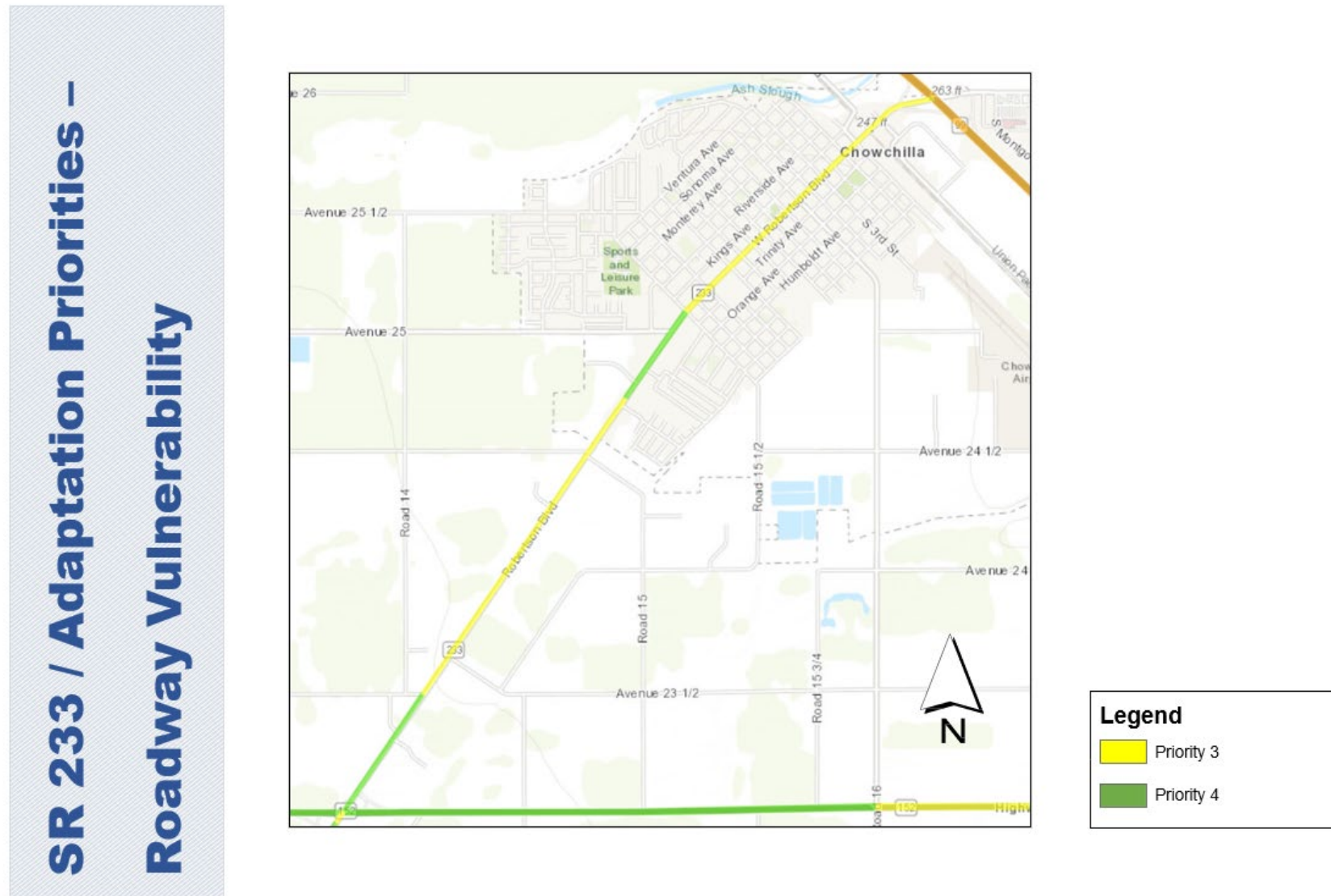


Figure 18: SR 233/Adaptation Priorities – Roadway Vulnerability

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Biological Concerns:

The Endangered Species Act of 1973 (ESA) created means to conserve threatened and endangered species and their habitats. The ESA recognizes that these species “are of aesthetic, ecological, educational, historical, recreational, and scientific value to the Nation and its people.” One of Caltrans’ goals covers sustainability, livability, and economy: “Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.” The table below shows the rare species, both flora and fauna, that may be found within the SR 233 corridor. Due to potential impacts, special studies or mitigation may be required for projects along the corridor. For more information about the California Department of Fish and Wildlife’s California Natural Diversity Database, please visit:

<https://wildlife.ca.gov/Data/CNDDDB>.

Vulnerable Species		
Segment	Flora	Fauna
1	None observed	None observed
2	Lesser saltscale	None observed
3	Lesser saltscale	Hoary bat
4	Lesser saltscale	Hoary bat

Table 4: Vulnerable Species from the California Natural Diversity Database

Air Quality:

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the local agency responsible for addressing emissions by developing plans and implementing control measures. State Route 233 lies within the San Joaquin Valley Air Basin which is in non-attainment by State standards for various air pollutants: ozone, particulate matter 10 micrometers (PM10) (in attainment-maintenance per Federal status), and particulate matter 2.5 micrometers (PM2.5). Non-attainment areas do not meet ambient air quality standards due to various pollutants. Figures 19 through 21 show the sources of PM2.5 and ozone in the San Joaquin Valley Air Basin.

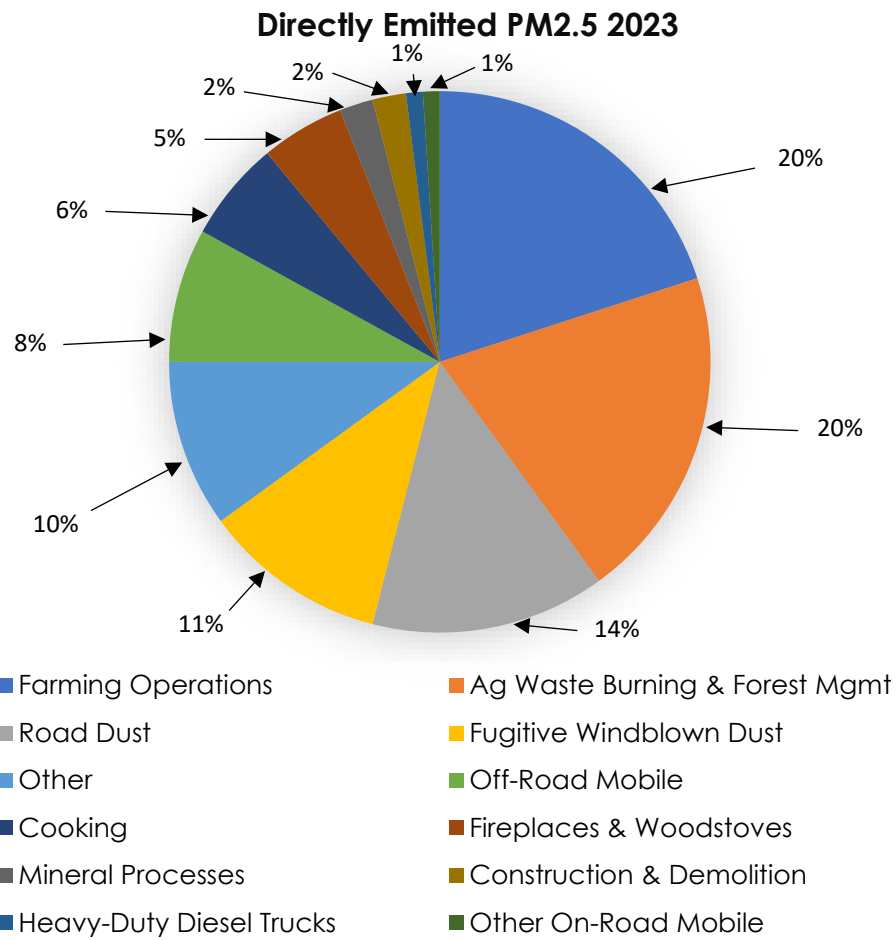


Figure 19: Directly Emitted PM_{2.5} Sources – SJVAPCD

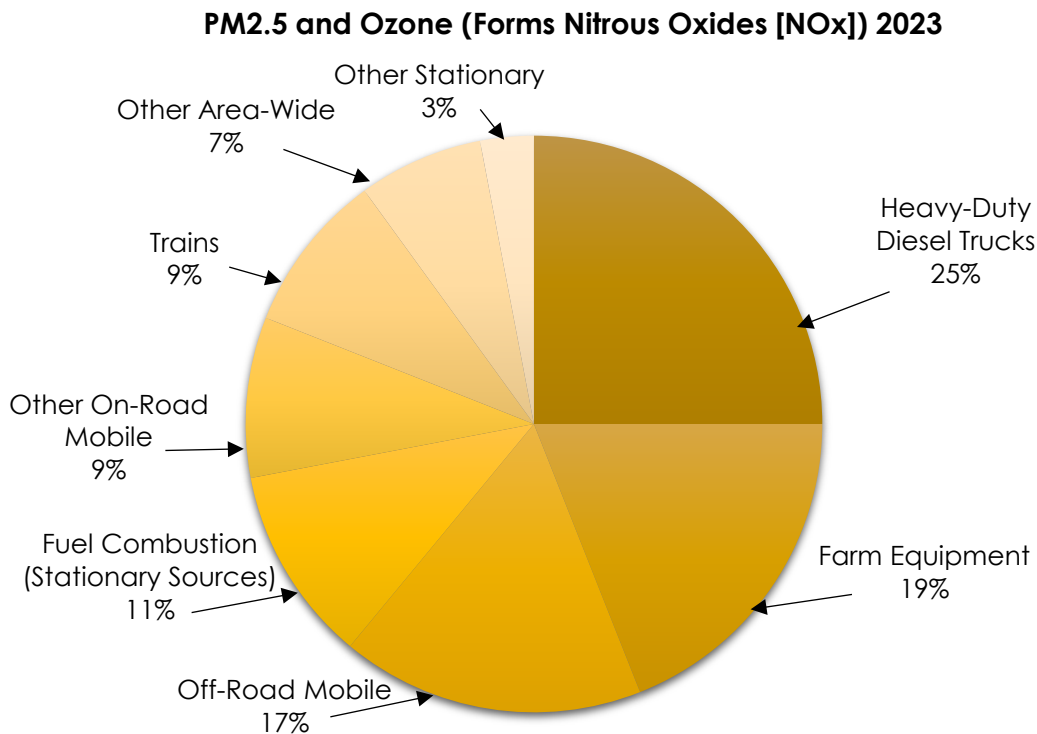


Figure 20: PM2.5 and Ozone Sources – SJVAPCD

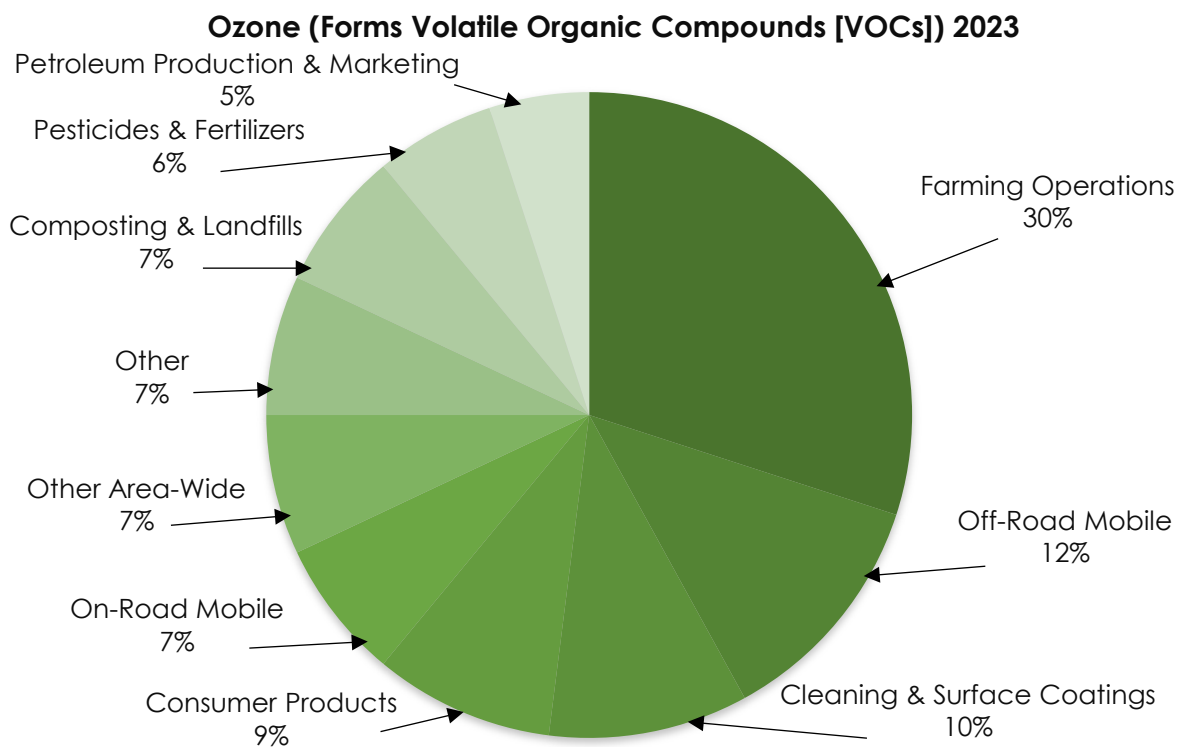


Figure 21: Ozone Sources - SJVAPCD

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States must develop a state implementation plan (SIP) to describe how an area will attain national ambient air quality standards (NAAQS), per the Clean Air Act. In non-attainment areas, the SIP must include additional requirements to reduce air pollution and provide for attainment of the standards. Failure to meet attainment by the target date in the SIP can trigger penalties, such as the withholding of federal highway funds that can impact future highway improvements. In non-attainment areas for PM 2.5 or PM 10 are subject to project level conformity and must receive a project level conformity determination from the Federal Highway Administration (FHWA) before the environmental document can be signed.

Air pollution has been linked to increased mortality rates by causing various cancers, cardiovascular disease, respiratory disease, diabetes mellitus, obesity, reproductive disorders, neurological disorders, and immune system disorders. It has detrimental impacts to plant and animal life, by damaging ecosystems. It also leads to greenhouse gases which are a major component of climate change.

According to the San Joaquin Valley Air Pollution Control District, air quality has been improving due to investments by Valley businesses, regulations, and support by residents. The San Joaquin Valley has reduced emissions at a better rate than some other areas of the State, despite natural challenges of geography, topography, and meteorology. Table 5 below shows the improvement in air quality from 2002 to 2022.

Air Quality Trends		
Year	Days Meeting Health Standard (%)	Days Exceeding Health Standard (%)
2002	53%	47%
2012	75%	25%
2022	86%	14%

Table 5: Air Quality Trends - SJVAPCD

For further information on the air district, please see <https://www.valleyair.org/>.

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Historical Concerns:

The City of Chowchilla's Robertson Boulevard, which SR 233 encompasses, is well-known for its iconic palm trees originally planted in 1913. In some stretches of Robertson Boulevard/SR 233, the palm trees are sporadic. In November 1989, they were recognized as a Point of Historical Interest in California. This status provides limited protection. For example, if a project (such as widening the roadway) threatens the property, environmental review may be required under the California Environmental Quality Act of 1970 (CEQA).

Contaminated Sites:

According to the California State Water Resources Control Board, there are 15 cleanup sites within a block of SR 233. These sites are monitored and managed to protect contaminants from seeping into the groundwater. They include underground storage tanks, disposal sites, and other potential sites that impact groundwater. The table below shows the general locations, contaminants, and concerns. For further information, please visit <https://geotracker.waterboards.ca.gov/>.

Cleanup Sites				
Segment	Estimated Post Mile	Location	Contaminant	Status
1	0.585	Northside of route, north of Ave 23 1/2/Madison Rd	Gas	Case closed 10/1987
1	1.20	Northside of route	Pesticides/Herbicides	Case closed 1/1965
3	2.489	Southside of route, southwest corner of 15 th St	Gas	Case closed 5/2013
3	2.747	Northside of route, northwest corner of 11 th St	Gas	Case closed 5/1990
3	2.747	Northside of route, northwest corner of 11 st St	Gas	Case closed 12/2003
3	3.149	Northside of route, north of 5 th St	Gas	Case closed 11/2021

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3	3.166	Southside of route, north of 5 th St	Gas	Case closed 10/2015
3	3.181	Southside of route, north of 5 th St	Gas	Case closed 3/1996
3	3.315	Southside of route, north of 3 rd St	Gas	Open
3	3.351	North of route, south of 4 th St	Chlorinated Solvents, Volatile Organic Compounds	Open
3	3.407	Southside of route, southwest corner of 1 st St	Gas	Case closed 11/94
3	3.460	Northside of route, northeast corner of 1 st St	Gas	Case closed 4/1992
4	3.600	Northside of route, northwest corner of Chowchilla Blvd	Diesel	Case closed 10/1996
4	3.662	Southside of route, southeast corner of Chowchilla Blvd	Gas	Case closed 9/1992
4	3.760	North of route, north of Chowchilla Blvd	Gas	Case closed 4/2014

Table 6: Cleanup Sites

Projects and Strategies on Corridor

Current Projects:

Most of the planned and programmed projects on SR 233 are non-capacity increasing. Many of the projects include complete streets elements and are for maintenance of the roadway. The following figure shows the constrained projects for SR 233.

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SR 233 PLANNED & PROGRAMMED PROJECTS								
	Seg.	Post Mile	Location	Description	Status	Type	Total Est. Cost \$1,000	Completion Year
1	1-4	1.8/3.88	In and near Chowchilla, from Ave 24 1/2 to SR 99	Pavement preservation (multi-asset CAPM)	PS&E/RW	SHOPP	\$21,313	2028
2	3-4	2.47/3.7	In Chowchilla, from 13th St to 1st St	Intersection improvement with complete streets elements and beautification	Construction	Clean CA Grant	\$1,300	2025
3	3	2.95/3.57	In Chowchilla, from 8th St to the UPRR Xing	Streetscape	Planned	Local	\$1,000	N/A
4	3	3.5	In Chowchilla, at Front St	ADA and complete streets improvements	PA&ED	Minor A	\$1,650	2029
5	3-4	3.6	In Chowchilla, at Chowchilla Blvd	ADA and complete streets improvements	PA&ED	Minor A	\$1,650	2027
6	4	SR 99 26.3/26.8	SR 99/233 Separation from 2.6 miles north of the Ave 24 OC to 1.3 miles south of the Le Grande OC	Interchange improvement	PA&ED	Local	\$32,901	2028
7	4	SR 99 26.3/26.8	At SR 99/SR 233	Construct interchange	PID - Inactive	STIP-RIP/Local/Oversight	\$74,700	2037
*8	VAR	VAR	From south of the Diridon Station in San Jose to east of the SR 152/233 Interchange south of the City of Chowchilla	Oversight of the CP1 design build construction contract for high speed rail	PS&E/RW	CHSR	\$203	NA

* Due to various locations, #8 is not shown on map

Figure 22: SR 233 Planned and Programmed Projects

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1. "Chowchilla CAPM" – in and near Chowchilla, from Avenue 24 ½ to SR 99. This project is in the design phase. It is anticipated to be completed in 2028. The project will extend the service life of the pavement by resurfacing the existing roadway pavement that is showing signs of distress. The project will update existing signage to the latest standards. Hydraulic facilities will be replaced, including dikes and valley gutters. Guardrails will also be upgraded. The four signals within the project limits will also be modified. A roundabout at Washington Road will also be constructed which will help realign the Washington Road to SR 233. Complete street elements to be incorporated include an updated school crossing with signage to increase visibility; updated crosswalks with signage at 8th Street and 6th Street along Veterans' Memorial Park to also increase visibility; added bulbouts; closed sidewalk gaps; upgraded ADA curb ramps; a shared use path from Avenue 25 to the shopping center; and added Class II bike lanes.
2. "Chowchilla SR 233 Enhancement" – in Chowchilla, from 13th Street to 1st Street. This project is a Clean CA project currently in construction. It is anticipated to be completed in 2025. The project includes complete street elements of bulb-outs and rectangular rapid-flashing beacons (RRFBs) at crosswalks. Also, street name signs will be updated with decorative street name signs.
3. Streetscape - in Chowchilla, from 8th Street to the Union Pacific Railroad crossing. It is a planned locally funded project included in the 2022 Madera County Transportation Commission's (MCTC) Regional Transportation Plan (RTP).
4. "Chowchilla West ADA Railroad Improvements" – in Chowchilla, at Front Street. This project is in the environmental phase and funded through the Minor A program. It is anticipated to be completed in 2029. The project will upgrade existing non-standard ADA curb ramps and install missing ADA curb ramps. It also will upgrade the existing signal, replace damaged concrete cross gutters, replace sidewalks, install a traffic count station, enhance the visibility of the crosswalk, and replace pavement striping and markers. It is needed to improve mobility and pedestrian accessibility.
5. "Chowchilla East ADA Improvements" – in Chowchilla, at Chowchilla Boulevard. This is the sister project to the west section project. It is also a Minor A-funded project in the environmental phase with an anticipated completion date in 2027. The project will upgrade the existing non-standard ADA curb ramps and install missing ADA curb ramps. It is needed to improve mobility and pedestrian accessibility.

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6. "Chowchilla Interchange Improvement" – in Madera County, at the SR 99/SR 233 Separation, from 2.6 miles north of the Avenue 24 Overcrossing to 1.3 miles south of the Le Grande Overcrossing. This project is a locally funded project in the design and right of way phase, with an anticipated completion date in 2028. It will consist of two roundabouts on either side of SR 99 and include complete streets features. A new bridge will be constructed over SR 99 which will accommodate westbound travel and bicyclists and pedestrians. The old bridge will remain to accommodate eastbound travel. The project is needed to provide safer active transportation through the interchange, improve accessibility and connectivity, and improve operations.
7. "Chowchilla 99/233 Interchange" – at SR 99/SR 233. This project is inactive. It has a completed project initiation document and is awaiting RIP funding, along with other funds. This project is needed due to the growth in the area.
8. "High Speed Train System – San Jose to Merced Segment" – This project is currently in the design phase. It is a rail-funded project with Caltrans in charge of the oversight.

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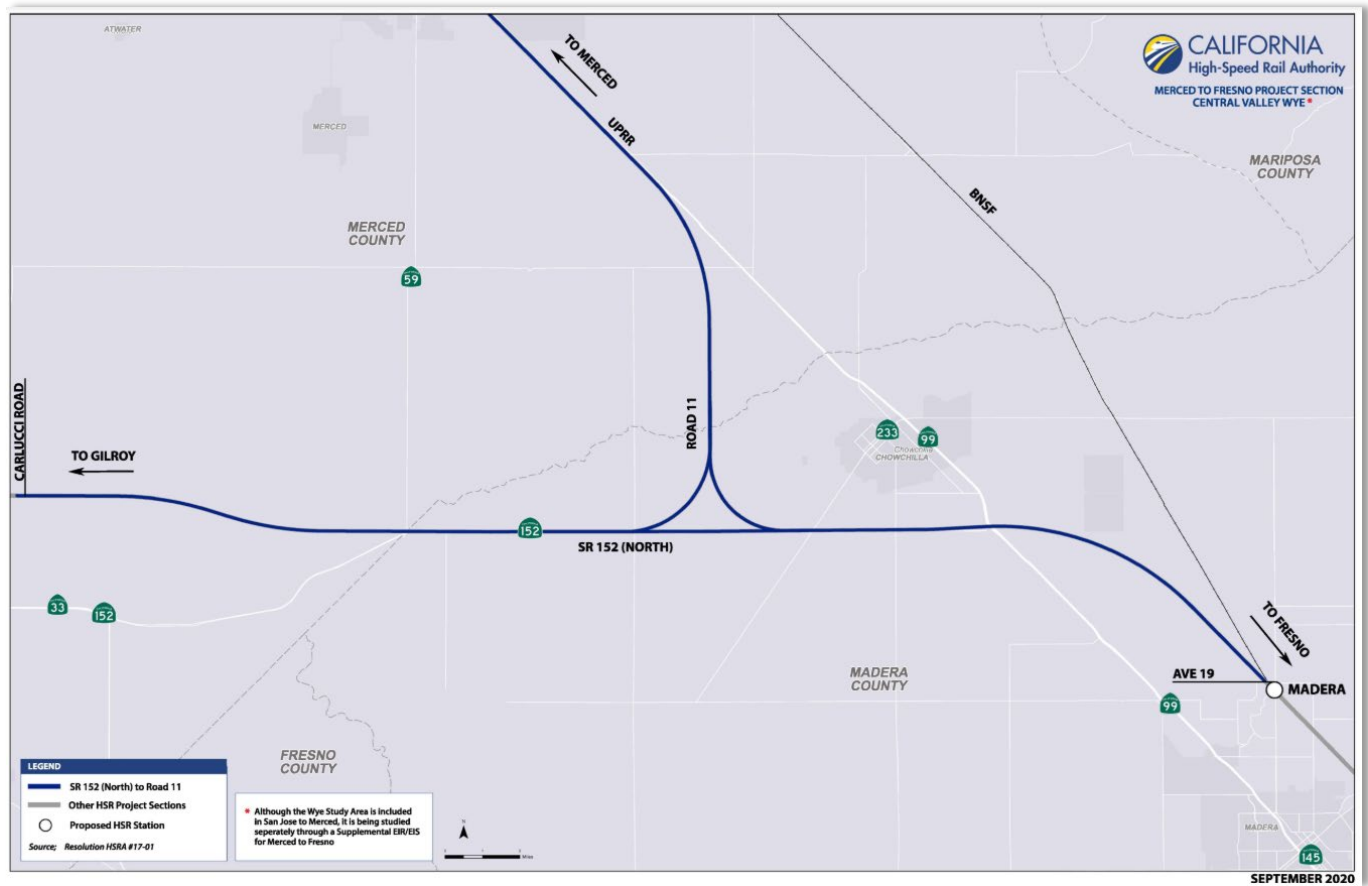


Figure 23: California High-Speed Rail Authority Central Valley Wye

Conceptual Projects:

There are concerns on how the route will function in the future. For example, how will it continue to function as a main street while still designated as a truck route. The City of Chowchilla, along with Caltrans, has been in support of active transportation and complete street projects along the route. However, these goals conflict with the route remaining a terminal access truck route. One solution the city has proposed, is to construct Avenue 24 as a through-road between SR 233 and SR 99 (please see Figure 15: Proposed Truck Route Segments). Currently, Avenue 24 from SR 99 ends at Road 15 $\frac{3}{4}$, picks up again at Road 15 $\frac{1}{2}$ and ends past Road 15. Avenue 24 would require additional right-of-way and a bridge to be constructed over Berenda Slough. In doing so, trucks would be able to avoid downtown Chowchilla by accessing the southbound SR 99/Avenue 24 Interchange to SR 152. Improvements to the SR 233/SR 152 Interchange will need to be constructed in the future, as well.

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As mentioned previously, the city and Caltrans are encouraging active transportation in downtown Chowchilla. In Caltrans' Ten-Year State Highway Operation and Protection Program (SHOPP), there is a project to construct ADA pedestrian infrastructure from Myer Drive to SR 99. In the 2022 MCTC RTP, there are two unconstrained projects listed. One calls for sidewalk gap and crossing improvements throughout the route. The second calls for the installation of crosswalks for all approaches, and curb extensions to reduce pedestrian crossing distances and corner turn radii at Eleventh Street.

The SR 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan of March 2021, which was funded in part by a SB-1 Sustainable Communities Grant, identified complete streets improvements. Please see the table below:

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SR 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan Proposed Improvements				
Segment	Bicyclist	Driver	Pedestrian	Transit
1	Class IV bike lane Signing modifications*	Driveways Signing modifications Wider travel lanes	ADA compliant curb ramps Sidewalk installation Crosswalk marking upgrades	N/A
2	Class II bike lane Signing modifications	Driveways Pavement marking upgrades Signing modifications Traffic signal modifications	ADA compliant curb ramps Bulb-out installation Crosswalk marking upgrades High visibility crosswalks Rectangular rapid flashing beacon (RRFB) system installation Sidewalk installation	Bus stop upgrades
3	Class II bike lane Class IV cycle track Signing modifications	Pavement marking upgrades Traffic signal modifications	ADA compliant curb ramps Bulb-out installation High visibility crosswalks RRFB system installation	Bus stop upgrades
4	Class II bike lane Class III bike route Signing modifications	Pavement marking upgrades	ADA compliant curb ramps Crosswalk marking upgrades	N/A

* Shaded improvements are already in constrained projects.


Table 7: SR 233/Robertson Blvd Corridor Planning Study & Downtown Master Plan

Also considered by the City of Chowchilla is the possibility of relinquishing the route. This would allow the city to eliminate its truck route designation, thereby making it easier to implement roadway configurations conducive to active transportation and complete streets elements. However, there are issues with relinquishment; primarily, it would put the maintenance and its costs onto the City of Chowchilla.

Other conceptual ideas would be to collaborate with CATX to provide transit services to the Merced Regional Airport located an estimated 20 miles north of SR 233 and the Merced Amtrak Station located 19 miles north of SR 233. Taking this approach would offer Chowchilla residents a safe and convenient alternative for their travel needs. By providing access to the Merced Regional Airport through CATX, Chowchilla residents could connect to the Yosemite Area Regional Transportation System (YARTS) and explore Yosemite Village and other local communities. Also, connectivity between SR 233 and high-speed rail stations would provide enhanced accessibility for residents, facilitating smoother and more efficient travel within the region. This link would offer a direct route for commuters and travelers to access the high-speed rail network, significantly improving connectivity and reducing travel times across the county and beyond. Lastly, active transportation networks can help incorporate physical activity in daily life by encouraging people to walk, cycle, or roll to get where they need to go while also avoiding the release of air pollutants that can harm human health.

The following summary chart contains detailed information on existing and forecasted conditions for the facility. The Summary Chart utilizes the Demand/Capacity Ratio as a performance metric for each segment. The Demand/Capacity Ratio expresses the relationship between traffic demand and what can be accommodated by the facility on a segment-by-segment basis.

Summary Chart Table A

STATE ROUTE 	SR 233/SR 152 SEP	PALM PARKWAY	WASHINGTON RD	CHOWCHILLA Ave	JCT RTE 99
			City of Chowchilla		
SEGMENT	1	2	3	4	
County / Route	MADERA / 233	MADERA / 233	MADERA / 233	MADERA / 233	
Description Begin	SR 233/SR 152 SEP	PALM PARKWAY	WASHINGTON RD	CHOWCHILLA AVE	
Description End	PALM PARKWAY	WASHINGTON RD	CHOWCHILLA AVE	JCT RTE 99	
Postmile Limits Begin/End (PM)	LO.121 / 2.036	2.036 / 2.390	2.390 / 3.586	3.586 / 3.887	
Length (M)	1.9	0.4	1.2	0.3	
Rural / Urban	Rural	Urban	Urban	Urban	
Terrain	Flat	Flat	Flat	Flat	
ROW: Range Existing (FT)	100 / 110	100 / 100	50 / 100	50 / 100	
Median Range (FT)	0 / 11	11 / 11	0 / 11	0 / 0	
Shoulder Range (FT) - Treated	2 / 8	8 / 8	0 / 12	0 / 8	
Lane Width (FT)	12	11 / 12	11 / 13	12 / 14	
Ultimate ROW (FT)	110	110	100	100	
Facility: Existing	2C	2C(I) +	4C	2C	
2045 Concept	2C(I) +	2C(I) +	4C	2C(I) +	
UTC	4C	4C	4C	4C	
Demand/Capacity Ratio: Year 2018	B	C	C	C	
Demand/Capacity Ratio: Year 2030	B	C	C	D	
LOS: Horizon Year 2045 Without Improvements	B	E	C	E	
LOS: Concept 2045	D	D	D	D	
Deficiency / Year Deficient	N/A	2045	N/A	2045	
Project in STIP/RTP (Y/N)	No	No	No	No	
LOS Horizon Year 2045 With Improvements	N/A	N/A	N/A	N/A	
Directional Split (Peak Hour)	63/37	51/49	51/49	55/45	
AADT: Base Year 2018	3,800	11,800	15,200	13,400	
AADT: Year 2030	5,500	16,000	19,000	15,700	
AADT: Horizon Year 2045	7,500	21,300	23,800	18,500	
Peak Hour: Base Year 2018	370	1,150	1,490	1,250	
Peak Hour: Year 2030	540	1,560	1,870	1,460	
Peak Hour: Horizon Year 2045	740	2,070	2,340	1,730	
% Trucks: AADT	10%	8%	8%	8%	
% Trucks: Peak Hour	9%	7%	7%	7%	
Total Average Annual Daily Truck Traffic (AADT): Base Year 2018	684	5,664	7,296	6,432	
5+ Axle Average Annual Daily Truck Traffic (AADT): Base Year	68	453	584	515	
5+ Axle Trucks (as % of Truck AADT) : Base Year 2018	18%	48%	48%	48%	

++: indicates improvements such as turn lanes, signals, passing lanes, etc.
Table 8: Summary Chart Table A

Summary Chart Table B


STATE ROUTE 	SR 233/SR 152 SEP	PALM PARKWAY	WASHINGTON RD	CHOWCHILLA Ave	JCT RTE 99
			City of Chowchilla		
SEGMENT	1	2	3	4	
County / Route	MADERA / 233	MADERA / 233	MADERA / 233	MADERA / 233	
Description Begin	SR 233/SR 152 SEP	PALM PARKWAY	WASHINGTON RD	CHOWCHILLA AVE	
Description End	PALM PARKWAY	WASHINGTON RD	CHOWCHILLA AVE	JCT RTE 99	
Postmile Limits Begin/End (PM)	L0.121 / 2.036	2.036 / 2.390	2.390 / 3.586	3.586 / 3.887	
Length (Mile)	1.9	0.4	1.2	0.3	
Functional Classification	Major Collector / Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	
National Highway System (NHS) (Y/N)	Yes (From Ave 23 1/2)	Yes	Yes	Yes	
Freeway/Expressway System (Y/N)	No	No	No	No	
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	
STRAHNET (Y/N)	No	No	No	No	
Lifeline (Y/N)	No	No	No	No	
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	
General Plan/RTP LOS Standard	Madera Co RTP LOS C for State Routes	Madera Co RTP LOS C for State Routes	Madera Co RTP LOS C for State Routes	Madera Co RTP LOS C for State Routes	
General Plan/RTP Standard Highway Classification	Arterial	Arterial	Arterial	Arterial	
Passing Lanes (Y/N)	No	No	No	No	
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	

Table 9: Summary Chart Table B

Sources:

- Bertoldi, Gilbert L, Johnston, Richard H. & Evenson, K.D. (1991). *Ground water in the Central Valley, California*. U.S. Geological Survey.
- California Air Resources Board. (2024). *National ambient air quality standards*. <https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards>
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Definitions:

AADT – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning, and designing highways and other purposes.

Arterial Highway - A general term denoting a highway primarily for through travel usually on a continuous route.

Auxiliary Lane – The portion of the roadway for weaving, truck climbing, speed change, or for other purposes supplementary to through movement.

Base year – The year that the most current data is available to the district.

Bikeway Class I (Bike Path) – Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Bikeway Class IV (Separated Bikeway) – Provides the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) required between the separated bikeway and the through vehicular traffic.

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Bottlenecks – A bottleneck is a location where traffic demand exceeds the effective carrying capacity of the roadway. In most cases, the cause of a bottleneck relates to a sudden reduction in capacity, such as a lane drop, merging and weaving, driver distractions, a surge in demand, or a combination of factors.

Bypass – An arterial highway that permits users to avoid part or all a city or town center, a suburban area, or an urban area.

Caltrans Initial Investigation Map (CIIM) – A Caltrans District 6 ArcGIS database tool that provides various information of potential impacts on the State highway system for initial review.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20–25-year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility (Intercity Passenger Rail, Mass Transit Guideway etc.), grade separation, and new managed lanes.

Channelization - The separation or regulation of conflicting movements into definite paths of travel using pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of vehicles, bicycles, and pedestrians.

Collector Road – A route that serves travel of primarily intracounty rather than statewide importance in rural areas or a route that serves both land access and traffic circulation within a residential neighborhood, as well as commercial and industrial areas in urban and suburban areas.

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users but is not currently included in a fiscally constrained plan and is not currently programmed. It could be included in a General Plan or in the unconstrained section of a long-term plan.

Conventional Highway - A highway without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

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Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain several streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included as informational purposes and not analyzed in the CP.

Crosswalk – That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street. Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Demand/Capacity Ratio – A metric that expresses the ratio of demand flow to capacity and serves as a performance measure for each segment of a facility. Uncongested flow conditions require that the demand to capacity ratio is less or equal to 1.0.

Divided Highway – A highway with separated roadbeds for traffic traveling in opposing directions.

Expressway – An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, Transportation Demand Management, and Incident Management.

Facility Type – The facility type describes the State Highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Freeway – A highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement access. A divided arterial highway with full control of access and with grade separations at intersections.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

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Frontage Street or Road – A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

Grade Separation – A crossing of two highways, highway and local road, or a highway and a railroad at different levels.

Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

Horizon Year – The year that the future (20-25 years) data is based on.

Intermodal Freight Facility – Intermodal transport requires more than one mode of transportation. An intermodal freight facility is a location where different transportation modes and networks connect and freight is transferred (or “transloaded”) from one mode, such as rail, to another, such as truck.

Interregional Road System (IRRS) – A series of state highway routes, outside the urbanized areas, that provide access to and links between the state’s economic centers, major recreational areas, and urban and rural regions.

ITS – Intelligent Transportation System improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

Median – The portion of a divided highway separating the traveled ways in opposite directions.

Multi-modal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

National Ambient Air Quality Standards (NAAQS) – An air quality standard that defines the maximum amount of a pollutant averaged over a period of time that can be present in outdoor air without harming public health, and thus, it defines clean air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6

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percent and 10 percent of the ADT. The lower values are generally found on roadways with low volumes.

Peak Period – Is a part of the day during which traffic congestion on the road is at its highest. Normally, this happens twice a day, once in the morning and once in the evening; the time periods when the most people commute. Peak Period is defined for individual routes, not a District or statewide standard.

Planned Project – A planned improvement or action is a project in a fiscally constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post-25 Year Concept – This dataset may be defined and re-titled at the district's discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20–25-year horizon. The post-25-year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Railroad Class I – The Surface Transportation Board (STB) defines a Class I railroad in the U.S. as a carrier having annual operating revenues of \$250 million or more. This class includes the nation's major railroads. In California, Class I railroads include Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF).

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Railroad Class II – STB defines a Class II railroad in the U.S. as having annual carrier operating revenues of less than \$250 million but more than \$20 million. Class II railroads are considered mid-sized freight-hauling railroad in terms of operating revenues. They are considered “regional railroads” by the Association of American Railroads.

Railroad Class III – Railroads with annual carrier operating revenues of \$20 million or less. The typical Class III is a short line railroad, which feeds traffic to or delivers traffic from a Class I or Class II railroad.

Roadbed – That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

Roadway – That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Roundabout - A type of circular intersection with specific geometric and traffic control features that in combination lower speed operations and lower speed differentials among all users immediately prior to, through, and beyond the intersection. Vehicle speed is controlled by deflection in the path of travel, and “yield upon entry” rule for traffic approaching the roundabout’s circulatory roadway. Curves and deflections are introduced that limit operating speeds.

Route Designation – A route’s designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include, but are not limited to: National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Scenic Highway – A State or county highway, in total or in part, that is recognized for its scenic value, protected by a locally adopted corridor protection program, and has been officially designated by the Department.

Segment – A portion of a facility between two points.

Shoulder – The portion of the roadway contiguous with the traveled way for the accommodation of stopped vehicles, for emergency use, for errant vehicle

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recovery, and for lateral support of base and surface courses. The shoulder may accommodate bicyclists and pedestrians.

Sidewalk – A surfaced pedestrian way contiguous to a roadbed used by the public where the need for which is created primarily by the local land use.

State Highway Operation and Protection Program (SHOPP) – A four-year program proposed by Caltrans and adopted by the CTC, limited to projects related to State highway safety and rehabilitation. The funding source and the 10-year plan for such projects is called SHOPP.

State Implementation Plan (SIP) – A comprehensive plan that describes how an area will attain national ambient air quality standards (NAAQS) per the Clean Air Act.

State Transportation Improvement Program (STIP) – A list of transportation projects, proposed in RTIPs and the ITIP, which are approved for funding by the CTC. The STIP has two main components: the Regional Improvement Program (RIP, the 75% allocated to the regions for regional improvements) and the Interregional Improvement Program (IIP, the 25% allocated to Caltrans for interregional improvements). It is a five-year program of projects, updated every two years. It is also the biennial estimate of funds anticipated to be available for programming during the STIP cycle.

Strategic Highway Network (STRAHNET) – A system of public highways that is key to United States strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. Most large military convoys use the Strategic Highway Network. These routes connect military bases to the interstate highway network and include over 15,000 miles of roadway nationally.

System Operations and Management Concept – Describe the system operations and management elements that may be needed within 20-25 years. This can include non-capacity increasing operational improvements (Aux. lanes, channelization's, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g., HOV land to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

TDM – Transportation Demand Management programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation

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Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

TMS – Transportation Management System is the business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems, and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

VMT – Is the total number of miles traveled by motor vehicles on a road or highway segment.



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 5-B

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Rural Counties Task Force: Rural Induced Demand Study

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

In response to Senate Bill 743 (Steinberg, 2013) and the subsequent decision by the state to apply the legislation statewide, beyond the mandated application to projects in transit priority areas (TPAs), and the guidance issued by the Governor's Office of Planning and Research, the California Department of Transportation (Caltrans) determined that Vehicle Miles Traveled (VMT) was the metric for determining transportation impacts of capacity increasing projects on the state highway system (SHS). As a result, Caltrans's SB 743 policy prioritizes projects that do not significantly increase or induce additional VMT.

The SHS includes highways in a variety of contexts (i.e. rural, suburban, and urban area types). Existing state guidance and some tools recommended for estimating VMT have their basis in research performed in congested urbanized interstates and highways. As a result, these VMT tools may not appropriately address rural contexts and acknowledge that many of these highway corridors lack the existence of the prerequisite factors necessary for a capacity increasing project to result in induced demand. As a direct result of Caltrans' SB 743 implementation policy, critical regional priority projects that typically focus on safety, evacuation, connectivity, access, and goods movement are being put at risk of not being funded by the state and not supported by the state even for pursuit of federal grant funding.

In 2023, the California Rural Counties Task Force (RCTF) commissioned the Rural Induced Demand Study to determine the extent to which induced demand occurs in rural highway corridors and to formulate recommendations on how this phenomenon should be addressed in state guidance and environmental analyses of transportation improvements in rural areas of the State. The study was initiated in response to concerns raised by rural agencies that the current state policies relating to VMT, particularly the topic of induced demand, that have been derived from research conducted primarily on urban congested interstates and state

highways are being applied to proposed rural highway improvements thereby disadvantaging these projects from receiving critical state funding partnerships.

This report reviews academic research on induced demand; reviews state guidance that includes consideration of induced demand; identifies and evaluates case studies on the outcomes of previously constructed highway improvements; and provides technical recommendations on estimating induced VMT for highway improvement projects in rural areas. Although the focus of this study is on rural areas, its applicability spans both rural and urban counties since both contain rural area types. However, the factors that drive induced demand are typically more common in urbanized areas of the state.

Key Findings:

- The literature review highlights shortcomings in the current approaches to assessing induced demand, particularly in rural contexts, and emphasizes the importance of incorporating relevant findings into policymaking and state guidance.
- Project location and context are a key consideration for project level analysis and must be taken into consideration.
- Many rural corridors lack the prerequisite factors to result in induced demand (i.e. lack of significant congestion, no latent demand, do not significantly reduce travel times, low growth, lack of developable/marketable land, etc.).
- Recognizing that “lane miles” is an imperfect proxy or measure of travel time savings, as induced travel primarily results from reduced travel times and greater access to developable land rather than increased capacity.
- Travel behavior surveys indicate that significant travel time reductions of 15 minutes or more are required for individuals to modify or increase their travel behaviors.
- Aggregate based elasticity methods lack the context and specificity necessary for CEQA and should be utilized with caution for project level analysis.
- Combinations of analysis tools (Hybrid Methodology) such as travel demand models (short-term induced demand effect) and elasticity-based approaches (long-term induced demand effect) can address both potential impacts more accurately.
- Induced Demand “Screening Criteria” can be implemented to provide guidance on transportation projects where induced demand is unlikely to result.

For additional information please contact:

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Nevada County Transportation Commission
Chair, California Rural Counties Task Force
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office: (530)-265-3202

The RCTF was formed in 1988 in partnership with the California Transportation Commission (CTC) to serve as an advisory body to the CTC to ensure that the 26 Rural Regional Transportation Planning Agencies (RTPA) are engaged and have a unified voice when addressing state and federal transportation policy and funding decisions. Madera County is not a member of the California Rural Counties Task Force (RCTF). The RCTF is made up of non-RTPAs. While not an official member, MCTC regularly attends and participates in RCTF

meetings as Madera County shares many similar issues with RCTF members given its smaller population size and more rural nature than other larger, more urbanized MPO regions.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 5-C

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative Outlook, Madera Advocating Day in Sacramento Recap, and SJV Regional Policy Council Valley Voice Trip Recap

Enclosure: Yes

Action: Support staff recommendation on Bills of Interest – SUPPORT: AB 259 (Rubio), AB 289 (Haney), AB 891 (Zbur), SB 71 (Wiener), SB 239 (Arreguin), SB 752 (Richardson); and OPPOSE: AB 267 (Macedo), AB 1058 (Gonzalez), AB 1268 (Macedo)

SUMMARY:

State Legislative Outlook

Khouri Consulting prepared the enclosed State Legislative Outlook for your information. The outlook includes the following:

- *General Update*
- *Bills of Interest* and recommended action are included in the package. Below are the current recommended positions (summary of each bill is included in your package):
 - AB 259 (Rubio) – Support
 - AB 267 (Macedo) – Oppose
 - AB 289 (Haney) – Support
 - AB 891 (Zbur) – Support
 - AB 1058 (Gonzalez) – Oppose
 - AB 1268 (Macedo) – Oppose
 - SB 71 (Wiener) – Support
 - SB 239 (Arreguin) – Support
 - SB 752 (Richardson) – Support
- MCTC Bill Matrix: the matrix includes various bills that MCTC staff will continue to monitor and watch as they move forward.

MCTC Advocating Day in Sacramento

MCTC, accompanied by Khouri Consulting, held an advocacy day in Sacramento, meeting with state legislative representatives and state department executives. The purpose was to advocate for transportation projects and funding for the Madera County region. It was a successful day sharing the region's needs, challenges, and opportunities, and we were able to participate in meaningful discussions with our state leaders. The focus was the following:

1. Air Quality Challenges
2. Cap and Trade and Rail
3. Gas Tax Successor Source
4. MCTC's Priority Projects, including Interregional Transportation Improvement Program (ITIP) ask
5. Regional Partnerships

This portion of the agenda is reserved for attendees to provide feedback. Representing Madera at this year's Madera Advocacy trip to Sacramento was Supervisor and MCTC Vice Chair Robert Poythress, and MCTC Executive Director Patricia Taylor.

San Joaquin Valley Regional Policy Council Advocating Day in Sacramento

The San Joaquin Valley Regional Policy Council, Sacramento Valley Voice Trip, was held on March 11-12, 2025. Attached is a copy of the agenda, project priorities/maps and talking points. The issues discussed were as follows:

1. Air Quality Challenges/Opportunities
2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility
3. Transit Funding
4. Passenger Rail Infrastructure and Service

This portion of the agenda is reserved for attendees to provide feedback. Representing Madera at this year's Valley Voice trip were Madera City Council Member and MCTC Chair Jose Rodriguez, Supervisor and MCTC Vice Chair Robert Poythress, and MCTC Executive Director Patricia Taylor.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



March 13, 2025

TO: Board Members, Madera County Transportation Commission

FROM: Gus Khouri, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – MARCH**

General Update

The bill introduction deadline was on Friday, February 21. Both houses introduced a combined 2,502 bills (1590 Assembly bills and 912 Senate bills). Bills must be in print for 30 days before being set for a hearing in committee. The legislature will conduct policy committee hearings through May 9. We have identified 36 bills in an attached matrix that have been introduced thus far, which may interest MCTC. This report contains a summary of bills of interest suggested for action and recent developments with funding programs.

Bills of Interest

1. **AB 259 (Rubio)** removes the sunset date of January 1, 2026, on teleconferencing for Brown Act meetings. **MCTC Position: Support Recommendation**
2. **AB 267 (Macedo)** suspends the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and directs money to the Air Resources Board for water infrastructure and wildlife prevention. **MCTC Position: Oppose Recommendation**
3. **AB 289 (Haney)** establishes a speed safety program for speed enforcement in state highway construction or maintenance areas. **MCTC Position: Support Recommendation**

4. **AB 891 (Zbur)** establishes the Quick-Build Project Pilot Program to expedite development and implementation of low-cost projects on the state highway system. **MCTC Position: Support Recommendation**
5. **AB 1058 (Gonzalez)** suspends the imposition of the tax on motor vehicle fuels for one year. **MCTC Position: Oppose Recommendation**
6. **AB 1268 (Macedo)** authorizes the Governor to suspend the inflationary adjustment on the gas tax scheduled for July 1, 2025, and beyond. **MCTC Position: Oppose Recommendation**
7. **SB 71 (Wiener)** indefinitely extends CEQA exemptions for active transportation plans, restriping on streets and highways, and bicycle parking, signage, and storage. **MCTC Position: Support Recommendation**
8. **SB 239 (Arreguín)** allows for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. **MCTC Position: Support Recommendation**
9. **SB 752 (Richardson)** would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028. **MCTC Position: Support Recommendation**

Cap-and-Trade

The budget states that the Administration and the Legislature must consider extending the cap-and-trade program beyond 2030 to achieve carbon neutrality. Although the program does not expire until 2030, extending now would provide greater certainty and stability and allow for multi-year programming capacity for programs such as the Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program (TIRCP), which is currently programmed through FY 28-29, leaving only one year of programming.

The uncertainty surrounding the high-speed rail project represents an opportunity to evaluate the feasibility of accelerating the coast rail service to help connect the San Francisco Bay Area and Los Angeles Basin while concurrently completing investments in other regions, such as the North Bay and San Joaquin Valley, to deliver a connected state rail system.

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 12 (Wallis) Low-carbon fuel standard: regulations	2/18/25 Assembly Natural Resources	This bill would void amendments to the Low-Carbon Fuel Standard regulations adopted by the California Air Resources Board on November 8, 2024, which would prevent the increase to gas prices.	Watch
AB 30 (Alvarez) Air Resources Board: gasoline specifications: ethanol blends	2/18/25 Assembly Natural Resources	This bill would require the state board to complete a rulemaking on or before July 1, 2025, to adopt specifications for blends of gasoline containing 10.5% to 15% ethanol by volume for use as a transportation fuel. If the state board does not complete the rulemaking on or before that date, the bill would require that blends of gasoline containing 10.5% to 15% ethanol by volume be treated as approved by the state board and would authorize them to be sold in the state as transportation fuel.	Watch
AB 34 (Patterson) Air pollution: regulations: consumer costs: review	2/18/25 Assembly Natural Resources	This bill would prohibit the Air Resources Board from adopting any standard, regulation, or rule under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature.	Watch
AB 36 (Soria) Housing elements: prohousing designation.	2/21/25 Assembly Housing and Community Development	This bill would instead require HCD to designate jurisdictions as prohousing pursuant to permanent regulations adopted by HCD to implement these provisions, as specified. Beginning with the 7th housing element cycle, the bill would require HCD to use materials from a jurisdiction's housing element submission when determining whether the jurisdiction qualifies as prohousing. The bill would also prohibit HCD from requiring jurisdictions with populations less than 100,000 persons to renew their prohousing designation before the next housing element cycle, as provided.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 39 (Zbur) General Plans: Local Electrification Planning Act	2/3/25 Assembly Local Government	This bill, the Local Electrification Planning Act, would require a local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Watch
AB 41 (Macedo) Air Resources Board: regulations: impact: estimates; retail gasoline prices: public disclosure	2/10/25 Assembly Transportation	This bill would require the Air resources Board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers.	Watch
AB 259 (Rubio) Open meetings: local agencies: teleconferences	2/10/25 Assembly Local Government	This bill removes the January 1, 2026, sunset under the Brown Act for local agencies to use teleconferencing as an option for participation, thus extending the current practice of hybrid meetings indefinitely.	Support

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 267 (Macedo) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention	2/18/25 Assembly Transportation	This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.	Oppose
AB 289 (Haney) State highway: work zone speed safety program	2/10/25 Introduced	This bill would authorize Caltrans to establish a speed safety system pilot program for speed enforcement in state highway construction or maintenance areas. The bill would require Caltrans to adopt written guidelines and would require Caltrans, in developing the guidelines, to consult with the California Highway Patrol and other relevant stakeholder organizations.	Support
AB 314 (Arambula) CEQA: major transit stop	2/10/25 Assembly Natural Resources	CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would additionally define “major transit stop” to include a planned or existing high-speed rail station. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 377 (Tangipa) High-Speed Rail Authority: business plan	2/18/25 Assembly Transportation	This bill would require the High-Speed Rail Authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	Watch
AB 555 (Jackson) Air resources: regulatory impacts: transportation fuel costs.	2/13/25 Introduced	This bill would require the California Air Resources Board, on a quarterly basis, to submit a report to the relevant policy committees of the Legislature providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuels to California consumers.	Watch
AB 612 (Rogers) Transportation: Highway Design Manual: emergency response times	2/14/25 Introduced	This bill would require Caltrans, on or before, January 1, 2026, to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to prevent delay response times.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 830 (Rogers) State highways: encroachment permits	2/20/25 Assembly Rules	Current law requires an encroachment permit issued to a jurisdiction that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense. This bill would exempt a public utility district from the above-described provision and instead would require Caltrans to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment.	Watch
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	2/20/25 Introduced	This bill would establish the Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite development and implementation of low-cost projects on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects statewide.	Support
AB 902 (Schultz) Transportation planning and programming: barriers to wildlife movement	2/20/25 Introduced	This bill would require a regional transportation plan or sustainable communities strategy to identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the MPO or RTPA, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 939 (Schultz) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	2/22/25 Introduced	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 billion pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch
AB 954 (Bennett) STIP: bicycle highway pilot program	2/21/25 Introduced	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require Caltrans to include the proposal in the draft ITIP and would require Caltrans to perform all other actions necessary for the pilot program to be programmed in the STIP.	Watch
AB 1058 (Gonzalez) Motor Vehicle Fuel Tax: suspension of tax	2/21/25 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. This bill would direct the Controller to transfer an amount equal to the amount collected in the 2023-24 fiscal year, adjusted for inflation, from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund.	Oppose

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 1070 (Ward) Transit districts: governing boards: compensation: nonvoting members	2/21/25 Introduced	This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips during the month for which the member seeks compensation. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	Watch
AB 1132 (Schiavo) Caltrans: climate change vulnerability assessment	2/21/25 Introduced	Caltrans developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide Caltrans with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require Caltrans to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would require Caltrans, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks.	Watch
AB 1268 (Macedo) Motor Vehicle Fuel Tax Law: adjustment suspension	2/21/25 Introduced	This bill would authorize the Governor to suspend the inflationary adjustment on the gas tax scheduled for July 1, 2025, and beyond.	Oppose

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 1275 (Elhawary) Regional housing needs: regional transportation plans	2/21/25 Introduced	This bill would state the intent of the Legislature to enact subsequent legislation to harmonize the regional housing needs allocation process with the regional transportation plan and sustainable community strategy processes to ensure the needs of both existing populations and projected populations are met, and to ensure local governments have plans for sufficient housing in climate-friendly locations near transit, jobs, and services.	Watch
AB 1290 (Wilson) High-Speed Rail Authority: Senate conformation	2/21/25 Introduced	This bill would require that the members of the High-Speed Rail Authority appointed by the Governor be subject to confirmation by the Senate.	Watch
AB 1305 (Arambula) Air pollution control and air quality management districts: permit information: internet website	2/21/25 Introduced	This bill would require each air district, for all active permits required for equipment or processes that may release or control air pollutants and that require or required the use of one or more emission reduction credits, to use a template developed by the Office of Data and Innovation to make publicly available on its internet website a map of permitted facilities containing specified information regarding those permits. The bill would require the Office of Data and Innovation to consult with local community groups when determining how best to design the template so that air district permit information is presented in a specified manner.	Watch
AB 1421 (Wilson) Vehicles: Road Usage Charge Technical Advisory Committee	2/21/25 Introduced	This bill would extend the operation of the Road User Technical Advisory Committee from January 1, 2027, to January 1, 2035.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 2 (Jones) Low-carbon fuel standard: regulations	1/29/25 Senate Environmental Quality	This bill would void amendments to the Low-Carbon Fuel Standard regulations adopted by the California Air Resources Board on November 8, 2024, which would prevent the increase to gas prices. Same as AB 12.	Watch
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	1/29/25 Senate Environmental Quality and Transportation	This bill would indefinitely extend CEQA exemptions for active transportation plans, restriping on streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning	Support
SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	2/14/25 Senate Local Government and Judiciary	This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. This would apply to TAMC's committees.	Support
SB 348 (Hurtado) State Air Resources Board: Low-Carbon Fuel Standard	2/12/25 Senate Rules	This bill would state the intent of the Legislature to enact future legislation that would, among other things, require the board to revise the Low-Carbon Fuel Standard program, as provided.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 441 (Hurtado) Air Resources Board: membership: removal: regulations review	2/26/25 Senate Environmental Quality	<p>This bill would authorize any member of the State Air Resources Board to be removed from office by the Legislature, by concurrent resolution adopted by a majority vote of all members elected to each house, for dereliction of duty or corruption or incompetency.</p> <p>This bill would, for any regulation proposed by the state board that would impose costs exceeding \$10,000,000 on California consumers, require the state board to submit the proposed regulation to the Legislative Analyst for an independent economic analysis, as specified. The bill would require the state board to prepare and publish on its internet website a written response to the Legislative Analyst's report no less than 30 days before adopting the proposed regulation, as provided. The bill would require the state board to publish on its internet website all final resolutions, supporting documents, and proposed regulations in their complete and final form no less than 72 hours before any state board vote, and, once published, would prohibit any amendments, revisions, or alterations to be made to the final resolutions, supporting documents, or proposed regulations before the state board's vote.</p>	Watch
SB 486 (Cabaldon) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.	2/26/25 Senate Housing	<p>This bill would require a sustainable communities strategy, in identifying areas within the region sufficient to house all the population of the region, to also take into account changes in enrollment levels at institutions of public higher education, as defined, excluding changes in enrollment levels of nonresident students.</p>	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 545 (Cortese) High-Speed Rail: economic opportunities	2/21/25 Senate Transportation	This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.	Watch
SB 569 (Blakespear) Caltrans: homeless encampments	2/20/25 Senate Transportation	This bill would require Caltrans to coordinate with local governments to address and prevent homeless encampments located on Caltrans property and to establish a dedicated liaison office for this purpose. The bill would require Caltrans to develop a joint action plan for each district of Caltrans in which homeless encampments are located on Caltrans property in collaboration with local governments located in the district. The bill would require Caltrans, upon appropriation by the Legislature, to allocate funds to support collaborative efforts with local governments to address homeless encampments on department property, and establish an advisory committee in each district for the purpose of providing advice on the implementation of these provisions. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments on department property.	Watch

MCTC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 752 (Richardson) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	2/21/25 Introduced	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.	Support
SB 801 (Hurtado) Greenhouse gases: reduction	2/21/25 Introduced	This bill would state the intent of the Legislature to enact subsequent legislation that would require the state to consider any potential cost burden to Californians as it works on achieving its climate goals, including its greenhouse gas emissions goals and standards under the California Global Warming Solutions Act of 2006.	Watch

Sacramento Legislative Day Agenda - Madera Tuesday, March 4, 2025

8:30 am – 10:00 am	Pre-Brief with Gus Khouri Vines Café, Hyatt, 1209 L Street
10:00 am – 10:30 am	Assemblymember Esmeralda Soria 1021 O Street, Suite 4110
10:30 am – 11:00 am	Assemblymember David Tangipa 1021 O Street, Suite 4310
11:15 am – 12:00 pm	CalSTA Secretary Toks Omishakin 400 Capitol Mall, Suite 2340
12:00 pm – 1:15 pm	Lunch: Mayahuel 1200 K Street
1:30 pm – 2:00 pm	CTC Executive Director, Tanisha Taylor 1120 N Street, 2 nd Floor
2:00 pm – 2:30 pm	Deputy Director, Planning & Modal Programs, Marlon Flornoy 1120 N Street, 1 st Floor

MCTC Legislative Day

Talking Points

Tuesday, March 4, 2025

Air Quality Challenges

- The Air Resources Board constantly moves the goalposts on greenhouse gas emission standards.
- We have invested heavily in rail, transit, and active transportation programs – but it's not enough.
- We can't apply for state funding to address highway safety or mobility with stricter standards to adopt our air quality plans.
- CAPTI 2.0 will make addressing safety tougher because of the emphasis on VMT.
- It should be about greenhouse gas emission reduction, not vehicle miles traveled (VMT).
- CAPTI 2.0 will make delivering affordable housing more difficult due to a VMT mitigation bank.
- Density is an issue in the Valley. We're not the Bay Area or Los Angeles.
- VMT reduction is not always possible, given the lack of density, discretionary income, travel patterns/needs, and overall practicality of using a bike, bus, or train as an option for our residents.
- People drive past county lines to access jobs, schools, and health care.
- **ASK Soria, Tangipa:** We need an informational hearing to rein in the Air Resources Board. Push back on VMT.
- **ASK CalSTA and CTC:** Safety needs to be the priority. We need help ensuring that projects like State Route 41 and 99 remain competitive.

Cap and Trade and Rail

- We have made significant investments in multimodal options.
- ACE has or will receive over \$4.5 billion of funding between high-speed rail and Cap and Trade.
- We need to extend Cap and Trade to expand rail.
- High-speed rail funding is in question. We should consider connecting the Valley to the Central Coast to protect investments.
- **ASK:** Extend Cap and Trade Program
- **ASK:** Protect funding for high-speed rail, including funding for the Madera station, and provide an actual state rail system.

Gas Tax Successor Source

- We have traditionally relied upon the gas tax to fund our transportation infrastructure, but it is no longer reliable.
- Cars are more fuel-efficient, and people telecommute and purchase zero-emission vehicles.
- Over 25% of all vehicle sales last year were zero-emission vehicles.
- The Transportation Commission's Road User Task Force has been working on a successor source for the gas tax, but no solution has been enacted yet.
- We need a funding mechanism that is equitable, meaning that it does not harm those who must drive further to access healthcare, education, or employment opportunities.
- **ASK:** We would appreciate working with you to explore solutions for a revenue-neutral successor source to the gas tax. We suggest exploring the vehicle registration fee as an option.

ITIP-Caltrans

- **ASK:** We need \$27 million from the ITIP to complete environmental work on State Route 99.

San Joaquin Valley Regional Policy Council 2025 State Legislative Priorities

Issue	Goal	Strategy
1. Pragmatically Address Air Quality, Equity, and Mobility Goals Through Operational Improvements, and Without Compromising Economic Activity	Support stable, equitable, and environmentally conscious state funding of alternatives to petroleum fuel sources to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.	<p>SJVRPC 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. Distribution should respect San Joaquin Valley's vital role in maintaining system integrity and providing mobility options. This includes continuing to monitor the Road User Charge Technical Advisory Committee's activities.</p>
	Prioritize feasible implementation strategies for State and regional climate goals to improve air quality and mobility.	<p>SJVRPC 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, military operations, and general economic vitality.</p>
	Extend the Cap-and-Trade Program beyond 2030.	<p>SJVRPC will work to ensure that efforts to reduce greenhouse gas emissions account for opportunities and limitations within the region due to socioeconomic disadvantages, geographical considerations, the jobs-housing imbalance, the lack of density, and the profile of the regional economy. SJVRPC will oppose efforts to continually revise emissions targets, which undermine previous investments and condition competitiveness for state funding beyond what is achievable for the region.</p>
	Pursue Innovative and pragmatic Solutions to Address Climate and Mobility Goals.	<p>SJVRPC will also work with organizations such as the California Association of Councils of Governments (CALCOG), California League of Cities, California State Association of Counties, and Self-Help Counties Coalition (SHCC), Cal Chamber, among others, to extend and pursue funding from Cap-and-Trade revenues beyond 2030 or other means to comply with the statewide mandate to reduce greenhouse gas emissions, state and federal air quality mandates, and endorse policies that promote equity and regional job creation to reduce vehicle miles traveled with pragmatic solutions that fit the region.</p>
	Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.	<p>SJVRPC will also support greater Regional and Geographic appropriate investments into transit priority projects, operational improvements such as telecommuting, vanpools, shipping more freight via rail, availability of more e-bikes, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</p>
	Monitor the implementation of SB 743, AB 285, and discussion on amending SB 375 and protect	

Issue	Goal	Strategy
	<p>the ability to continue addressing congestion management and safety on the state highway system, without compromising economic activity.</p> <p>Restore FARMER funding to accelerate air quality goals.</p>	<p>SJVRPC will work with organizations such as CALCOG and SHCC, 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 AB 285 recommendations and the impact on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded.</p> <p>SJVRPC will work with CALCOG to develop additional revenue sources at the state, regional and local levels to support the planning required by SB 375 to support the construction of affordable housing in the region.</p> <p>SJVRPC will also continue to pursue revenue made available through the Cap and Trade, Active Transportation Program, and Affordable Housing and Sustainable Communities Program, for operations and capital needs for bus, rail and bicycle and pedestrian programs.</p> <p>SJVRPC will advocate for \$200 million be included in this year's budget for the FARMER Program, and annually over the next five years, in order to achieve critically needed air quality and GHG emission reductions. This funding will: 1) achieve emission reductions of approximately 800,000 metric tons of carbon dioxide equivalent, and 2) achieve emission reductions of over 8 tons per day of harmful air pollutants, such as particulate matter and nitrogen oxide.</p> <p>SJVRPC will support efforts to maintain local control for air districts and oppose efforts to enact redundant, costly oversight to meet air quality goals.</p>
<p>2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility</p>	<p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement.</p>	<p>SJVRPC will remain diligent in competing for additional state funds to complete gap closures to improve safety, congestion management, and goods movement throughput on State Route 99 and other regional arterials. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan. This will also maximize the return on previous state and local investments.</p> <p>SJVRPC will monitor Road User Charge Technical Advisory Committee's activities and consider sponsoring legislation to implement a successor source to the gas tax and advocating for the restoration of truck weight fees to ensure predictable, stable funding, and consider additional resources to expedite project delivery.</p>

Issue	Goal	Strategy
	<p>Advocate for a successor source to the gas tax to ensure stability and predictability of funding. Ensure that CSIS allows investments to enhance safety and goods movement on state highway system.</p>	<p>SJVRPC 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, while enhancing the Region's Economic Vitality.</p>
<p>3. Access Transit Funding</p>	<p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p> <p>Stabilize and increase transit funding levels.</p> <p>Protect and augment existing programs to encourage mode-shift.</p>	<p>SJVRPC will monitor the CalSTA Transit Transformative Task Force and support modifications to the TDA process as appropriate to ensure that transit operators are provided with flexibility to continue accessing funding to maintain and expand service.</p> <p>SJVRPC will support efforts to advocate for additional flexibility for TDA, State Transit Assistance Program, and State of Good Repair funding. This includes supporting additional funding for operations.</p> <p>SJVRPC will advocate for increased, ongoing transit operations and capital funding, either through existing programs or longer-term programs, including updates to TDA and a successor to the sales tax on diesel, to provide predictable and stable funding.</p> <p>SJVRPC will advocate to protect SB 125 formula funds provided by the legislature for operations and capital needs from being diverted.</p>
<p>4. Enhance Passenger Rail Infrastructure and Service</p>	<p>Provide enhanced passenger rail service to better connect the San Joaquin Valley to Sacramento, the Bay Area, and Southern California.</p> <p>Maintain and increase funding for commuter and intercity passenger rail for ACE, San Joaquins, and Valley Link. Pursue funding opportunities made available through CalSTA.</p>	<p>SJVRPC will work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, ACE, San Joaquins, Valley Link, BNSF, and Union Pacific Railroad to expand passenger rail service and connectivity to accommodate Valley residents.</p> <p>SJVRPC will continue to diligently work on establishing extended commuter/intercity rail and high-speed rail service, to provide enhanced mobility options and connectivity, reduce vehicle miles traveled, greenhouse gas emissions, and the impacts of congestion on SR 99, and expand equitable transportation options for San Joaquin Valley residents.</p>

Issue	Goal	Strategy
		<p>SJVRPC will advocate to increase, recalibrate, and acquire funding from CalSTA through the State Rail Assistance (SRA) and TIRCP to help expedite delivery of multimodal options and meet 2030 climate goals. This includes supporting the extension of Cap and Trade to allow for the TIRCP program to continue and be augmented.</p> <p>SJVRPC supports the Governor’s plan for further passenger rail investments, the 2024 California State Rail Plan, and CHSRA’s 2024 Business Plan to complete the Early Operating Segment between Merced and Bakersfield between 2030 and 2033. Together, these plans will link high-speed rail with investments for extended ACE commuter service between Stockton, San Jose, Sacramento, and Merced; expanded San Joaquins intercity rail service in the valley, Valley Link passenger rail service between Dublin/Pleasanton BART and Mountain House, and future expansion of passenger service north to Chico. These many passenger rail investments are critical for Valley communities and help promote local and regional coordination efforts around station-area planning, station design, and increase connectivity to align with the region’s priorities for project delivery and enhanced mobility in the San Joaquin Valley.</p>



Valley Voice Sacramento

Agenda

Wednesday, March 12, 2025

Time	Activity
8:30 am – 9:00 am	Pre-Briefing w/ Gus Khouri 1021 O Street, Conference 4100
9:00 am – 9:30 am	Assemblymember Esmeralda Soria (Madera, Merced, Fresno) 1021 O Street, Conference Room 4100
9:30 am – 10:00 am	Assemblymember Juan Alanis (Merced, Stanislaus) 1021 O Street, Conference Room 4100
10:00 am – 10:30 am	Senator Melissa Hurtado (Fresno, Kern, Kings, Tulare) Jeffrey Roth, Chief of Staff, Senator Caballero (Fresno, Madera, Merced, Tulare) 1021 O Street, Conference 4100
10:30 am – 11:00 am	Senator Jerry McNerney (San Joaquin) 1021 O Street, Conference Room 4100
11:00 am – 11:30 am	Assemblymember Rhodesia Ransom (San Joaquin) 1021 O Street, Conference Room 4100
11:45 am – 12:45 pm	Lunch - Mark Tollefson, Chief Deputy, High-Speed Rail Authority Ella Dining Room and Bar, 1131 K Street
1:00 pm – 1:30 pm	Assemblymember David Tangipa (Fresno, Madera) 1021 N Street, Conference Room 5400
1:30 pm – 2:00 pm	Assemblymember Jasmeet Bains (Kern) 1021 O Street, Conference Room 5400
2:00 pm – 2:30 pm	Assemblymember Alexandra Macedo (Fresno, Kings, Tulare) 1021 O Street, Conference Room 5400
3:00 pm – 3:30 pm	Senator Shannon Grove (Fresno, Kern, Tulare) 1021 O Street, Conference Room TBD



Valley Voice Sacramento

Talking Points

Wednesday, March 12, 2025

1. Air Quality Challenges/Opportunities (Beltran, Poythress, Sheikh, Verboon)

Mayor Beltran

- The Air Resources Board keeps moving the goalposts regarding greenhouse gas emissions.
- We are being set up to fail.
- We can't apply for state funding to address highway safety or mobility with stricter standards to adopt our air quality plans.
- **ASK: We need an informational hearing to rein in the Air Resources Board.**

Supervisor Poythress

- CAPTI 2.0 is concerning.
- We can only reduce VMT so much.
- Density is an issue on the Valley. We're not the Bay Area or Los Angeles.
- We have invested heavily in rail, transit, and active transportation programs – but it's insufficient.
- The Focus on VMT hurts disadvantaged communities because many have to drive.
- **ASK: Push back on CARB and wait until Housing and Community Development completes the SB 768 study on VMT before we double down on VMT and its evaluation of projects.**

Supervisor Verboon

- We have made great strides in improving our air quality.
- We can only do so much since we live in a bowl.
- One way to help us achieve our goal is to extend the Cap-and-Trade Program.
- **ASK: Extend Cap and Trade this year. We cannot afford to delay.**

Director Shiekh

- Aside from extending Cap and Trade, we must restore funding to move our farmers to carbon neutrality to meet state and federal mandates.
- We need to restore funding for the FARMER Program.
- FARMER expedites the exchange of high-emitting agricultural equipment, such as tractors, harvesters, pumps, and utility task vehicles, for cleaner, zero-emission equipment.
- **ASK: \$200 million for FARMER from Cap and Trade.**

2. Leveraging State Funding to Address Safety, Goods Movement, and Mobility (Mendoza, Poythress, Nagy, Rodriguez)

Mayor Mendoza

- Over 92% of all commodities are transported by truck using Highway 99, Interstate 5, and east-west connectors.
- Highway 99 is consistently identified as one of the most dangerous highways in the nation.
- Over 25 percent of the nation's produce is grown in the San Joaquin Valley.
- We need to build out Highway 99 to six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan, to eliminate bottlenecks, maximize previous investments, improve safety and air quality.
- **ASK: Please help us improve safety and complete work on Highway 99.**

Supervisor Poythress

- We need stable funding solutions to improve safety and mobility.
- Gas tax revenues are declining. We need to act fast.
- I sit on the Road User Technical Advisory Committee to look at solutions.
- **ASK: We would like to work with you on a successor to the gas tax.**

Mayor Nagy

- While relying on a VMT is a true user charge, it will hurt our region.
- We must drive further to jobs, schools, and hospitals.
- Relying on the VMT charge will only justify the Air Resources Board's actions to penalize our region and access state funding.
- **ASK: Look at alternatives to a pay-by-the-mile charge.**

Councilmember Rodriguez

- Six of the eight counties in the Valley have sales tax measures to help subsidize the state highway system, a state asset.
- Voters expect us to address safety, congestion, and mobility.
- The Valley's highway system has not been updated since the 1950s. The state has over 27 million licensed drivers.
- Truck weight fees generate \$1.5 billion annually but have been diverted since 2011 to pay down bond debt service.
- **ASK: We need to restore a portion of truck weight fees to complete projects.**

3. Transit Funding (McDaniel, Preciado, Launer)

Supervisor McDaniel

- We appreciate receiving money for transit operations and capital in SB 125, but this is one-time funding to keep services afloat.
- Transit is vital for our most vulnerable, including seniors, school children, and the physically challenged.
- We appreciate CalSTA leading the Transit Transformative Task Force.
- We need a stable funding source to replace the sales tax on diesel and better ways to compel mode-shift by providing more micro and paratransit services.
- **ASK: Augment funding for YARTs and paratransit.**

Mayor Preciado

- We need long-term mobility solutions.
- We're waiting on the California State Transportation Agency to recommend how to fund and operate transit in the future.
- We are waiting until October for recommendations.
- **ASK: In the meantime, we ask that you protect the SB 125 funds from being reduced.**

Councilmember Launer

- The Cap-and-Trade Program contains funding for transit operations.
- It is under the Low Carbon Transit Operations Program.
- **ASK: Increase transit operations funding in Cap-and-Trade Program.**
- **ASK: Look at alternatives to the sales tax on diesel to fund public transportation.**

4. Passenger Rail (Verboon, Chiesa, Leavitt)

Supervisor Verboon

- We support increasing funding and expanding commuter and intercity passenger rail lines that serve the San Joaquin Valley.
- We have made significant investments in multimodal options.
- Passenger rail is a big part of our air quality and mobility goals.
- **ASK: Extend Cap and Trade and to continue and augment the Transit and Intercity Rail Capital Program to expand San Joaquin Valley services.**

Supervisor Chiesa

- We can't abandon high-speed rail. We need to have a useable high-speed rail segment operating in the San Joaquin Valley as soon as possible.
- We need it for air quality, mobility, economic development goals, and jobs.
- We need to push the federal government and the state to remain partners.
- We support completing the high-speed rail segment with stations at Merced, Madera, Fresno, Kings-Tulare, and Bakersfield. We are working with the State to make sure that the HSR early operating segment is fully integrated with expanded conventional passenger rail and Thruway Bus services as part of a statewide network.
- **ASK: Support completion of the HSR segment from Merced to Bakersfield in the San Joaquin Valley.**

Dan Leavitt will highlight the two handouts provided regarding Passenger Rail (the SJV RPC letter to USDOT Secretary, and the SJV RPC Passenger Rail/Transit Vision Handout).

VALLEY VOICE SACRAMENTO 2025

REGIONAL PRIORITIES



2025 VALLEY VOICE SACRAMENTO DELEGATION

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2025 VALLEY VOICE SACRAMENTO DELEGATION

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PRAGMATICALLY ADDRESS AIR QUALITY, EQUITY, AND MOBILITY GOALS THROUGH OPERATIONAL IMPROVEMENTS, AND WITHOUT COMPROMISING ECONOMIC ACTIVITY

The San Joaquin Valley resides in a nonattainment air district. Our constituents suffer from poor air quality that is predominantly caused by our geographic “bowl” shaped valley, walled off by mountains, weather patterns (winds blowing West to East), vast agricultural farmland, severe goods movement traffic, and the jobs-housing imbalance leading to the daily migration of hundreds of thousands of daily commuters into the Bay Area and Los Angeles Basin.

All eight Metropolitan Planning Organizations (MPOs) in the San Joaquin Valley strongly support California’s climate goals and are deeply committed to improvements to passenger and freight rail systems and improving public transportation, walking, biking, and other modes of transportation, but we need help as follows:

- Extend the Cap-and-Trade Program beyond 2030 to support air quality and mobility goals.
- Include \$200 million from Cap and Trade for the FARMER program to replace high emitting agricultural equipment, like tractors, harvesters, pumps, and utility task vehicles for cleaner and zero-emission equipment.
- Oppose efforts to continually alter greenhouse gas emission targets, which undermine previous investments and prevent our region from accessing desperately needed state funding, which impacts safety and economic vitality in our region.
- Prioritize reducing greenhouse gas emissions over vehicle miles traveled, which is not feasible given our region's lack of density and need to drive further to access jobs, schools, and medical care.



LEVERAGING STATE FUNDING TO ADDRESS SAFETY, GOODS MOVEMENT, AND MOBILITY

The San Joaquin Valley generates over \$35 billion annually and produces 25 percent of the nation’s food supply. We must continue accommodating the sustained growth in goods movement and population (159% increase in the Valley since 1980) and provide pragmatic solutions, prioritizing safety. Heavy truck traffic and our region’s population are expected to increase. This necessitates a balanced planning approach, which supports sustainable economic development across California, recognizing the diversity and interconnectedness of all regions, including the San Joaquin Valley.

Solutions include:

- Advocate for acquiring state funds to address safety, congestion management, and goods movement on highways through the Valley, particularly on State Route 99.
- Advocate for a successor source to the gas tax to ensure stability and predictability of funding.

ACCESS TRANSIT FUNDING

The Regional Policy Council will monitor the CalSTA Transit Transformative Task Force and support modifications to the TDA process as appropriate to ensure that transit operators are provided with the flexibility to continue accessing funding to maintain and expand service.

- Support potential changes to the Transportation Development Act that will assist local public transportation systems to maintain access to funding.
- Stabilize and increase transit funding levels by replacing sales tax on diesel as a funding source.
- Augment funding for YARTS and paratransit.



ENHANCE PASSENGER RAIL SERVICE

One of the best ways to compel mode-shift, enhance connectivity, and improve air quality is to continue expanding our region's passenger rail system. Our region asks for the following:

- Continued support of the high-speed rail system, which will revitalize economic development and connectivity.
- Maintain and increase funding through the Cap-and-Trade program for commuter and intercity passenger rail for ACE, the San Joaquins, and Valley Link.





The San Joaquin Valley Regional Policy Council

is a partnership that exemplifies the regional transportation planning agencies' commitment to working collaboratively to address regional issues, challenges, and opportunities. The 18-member Policy Council was established to build regional consensus and provide a forum for the Valley to organize, coordinate and communicate as a region. The Policy Council consists of two elected officials from each of the eight regional planning agencies' policy boards, and the Executive Directors of the San Joaquin Valley Air Pollution Control District and San Joaquin Joint Powers Authority.

Valley Voice is the Policy Council's advocacy program that communicates the region's priorities to policy makers and agency staff in Sacramento and Washington, DC. Each year, a coalition of elected officials and COG staff from throughout the region travel to Sacramento and Washington, DC to advocate on behalf of the valley with a unified voice.

***The San Joaquin Valley Regional Policy Council is led by
Chair Daron McDaniel, Merced County Supervisor.***

CONTACT

San Joaquin Valley Regional Planning Agencies' Policy Council

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c/o Fresno Council of Governments**

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2025 SACRAMENTO VALLEY VOICE - PROJECT LIST

INNOVATIVE ACTIVE TRANSPORTATION, TRANSIT, AND HOUSING IN THE SAN JOAQUIN VALLEY

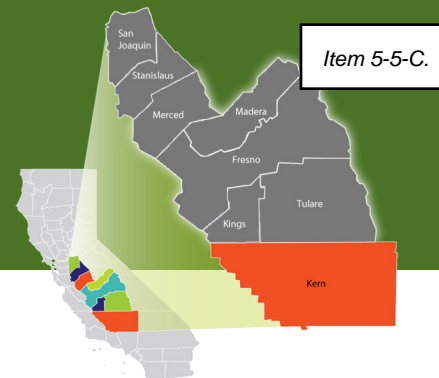
The San Joaquin Valley Regional Policy Council

appreciates and supports the State of California's environmental, transportation and housing goals, and agree that a regional approach to these issues provides the ideal forum for State and local governments to partner on shared priorities. Accordingly, the Policy Council herein highlight their most recent transit, active transportation and housing projects and programs that demonstrate Valley commitment to these ideals. The more we work together, the faster we will improve conditions for our most vulnerable populations.



KERN COUNTY

www.kerncog.org



TRANSIT

Most Kern COG's transit operators are actively transitioning to zero emission transit vehicles and infrastructure. The City of Arvin needs one more bus to complete its 100% ZEV transition by 2025. Golden Empire Transit, the region's largest transit provider is transitioning to hydrogen buses for fixed routes and battery electric for its on- demand service. GET currently operates 10 Hydrogen Fuel Cell powered buses and plans to order 15 Hydrogen Buses (TIRCP Cycle 7 grant award). More than half of the transit agencies will take advantage of SB 125 funding to initiate the transition to zero emissions.

ACTIVE TRANSPORTATION

Kern COG was awarded an Active Transportation Program Cycle 5 grant of \$792,000 from the California Transportation Commission to conduct the non infrastructure project titled "Safe Routes for Cyclists in Kern County's Disadvantaged Communities." This program includes the following traditional "Safe Routes" program areas of Education and Encouragement.

HOUSING

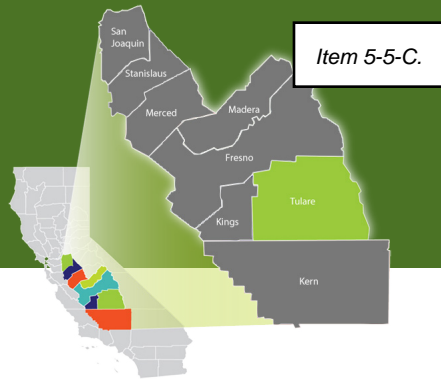
Kern COG developed a publicly viewable online mapping application, which allows users to view the proposed Regional Housing Needs Assessment (RHNA) unit allocations for each jurisdiction and to explore specific parcels to evaluate the potential number of units a parcel could support. Local agencies have used the online mapping tool for the development of their Housing Element updates. Kern COG utilized the Regional Early Action Planning Grant Program of 2019 to allocate funds to its jurisdictions for planning activities that accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation. Kern COG also uses local funds to facilitate and assist its member agencies in applying for Sustainable Communities, active transportation, and affordable housing grant funds. Kern COG is currently working with several of its member agencies to plan for construction of affordable housing projects through the Regional Early Action Planning Grant Program of 2021 (REAP 2.0).

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
City of Arvin	Purchase ZEV Bus / Extended Bus Warranties	\$400,000
City of Arvin	Infrastructure Improvements (Microgrid)	\$100,000
City of Arvin	Facilities Improvements (Microgrid Parking Lot Repaving & EV Infrastructure)	\$140,000
City of Arvin	Construction Mgmt. & Program Admin	\$43,000
City of Arvin	Transit Free Rides Program	\$240,000
City of Arvin	Operation Expansion (Added Stop, Hours, & Personnel)	\$1,330,000
California City	Prefabricated Metal Building	\$1,662,000
City of Delano	Transit Operations Maintenance & Training Facility	\$27,915,000
Golden Empire Transit	Operations FY 24-25 and FY 25-26	\$56,245,000
Golden Empire Transit	Operations and Admin Facility	\$105,000,000
Golden Empire Transit	Electric Vehicles	\$10,171,000
Kern Regional Transit	Zero Emissions Buses & Supporting Infrastructure	\$44,616,000
City of Ridgecrest	Purchase 6 Electric Vans	\$3,431,000
City of Shafter	Free Ridership Program	\$100,000
City of Shafter	Saturday Services Expansion	\$83,000
City of Shafter	Transit Scheduling App	\$50,000
City of Shafter	Project Administration All Projects	\$16,000
City of Shafter	New Bus Storage with Solar Panels	\$872,000
City of Shafter	Battery Storage	\$60,000
City of Shafter	New small Operations Office Land	\$556,000
City of Shafter	Transit Facility Land	\$200,000
City of Shafter	2 Electric Buses or Vans	\$300,000
City of Shafter	New Security Cameras on Transit Vehicles and Servers	\$100,000
City of Shafter	Farebox Ticketing and Payment Systems	\$60,000
City of Taft	Zero Emission Transit Vans (6)	\$828,000
City of Tehachapi	Improvements to Downtown Transit Center/ EV Charging Stations	\$1,392,000
City of Wasco	New Operations, Maintenance, and Transit Facility	\$3,104,000
City of McFarland	Design and Construct Transit Station	\$1,350,000
		\$260,364,000

TULARE COUNTY

www.tularecog.org



The Tulare County Association of Governments (TCAG), in partnership with the California Department of Transportation (Caltrans), has received \$98 million in FY 25/26 INFRA funding from DOT to improve vehicle and freight movement along State Route (SR) 99 by providing a consistent six-lane cross-section to close facility gaps. Caltrans/TCAG has submitted a \$63 million request to the State for Trade Corridor Enhancement Program (TCEP) funding that will complete the project.

SB 125 PROJECTS		
LEAD AGENCY	PROJECT	SB 125 FUNDING
City of Lindsay	CVC Lindsay Transfer Center	\$2,000,000
TCRTA	Two (2) 35' Zero Emission Buses	\$2,800,000
City of Visalia	CVC Charging Infrastructure/On Demand ZE Vans/Sedans	\$8,628,262
TCRTA	Charging Infrastructure (Transit Centers) and Maintenance Facility Improvements	\$9,257,702
City of Porterville	New Porterville ZE Maintenance Facility	\$9,000,000
City of Farmersville	Farmersville Transfer Center (cost increase)	\$500,000
City of Visalia	ZE Replacement Buses (5)	\$7,372,833
City of Visalia, TCAG	Cross Valley Express Bus Operations - 3 Year Pilot	\$7,000,000
City of Visalia	2 year microtransit operations pilot	\$3,310,737
TCRTA	2 year microtransit operations pilot	\$5,931,560
TCAG	Program administration & project coordination	\$243,358
		\$56,044,452

TRANSIT

Our region's transit providers are embarking on an aggressive effort to transition to zero emission (ZE) transit vehicles and infrastructure. The transit providers have been successful in securing federal and state funding for the purchase of ZE vehicles and ZE fueling infrastructure and maintenance facilities. In addition, the vast majority of SB125 funding made available by the State is being used for ZE capital projects. In addition to ZE transition efforts, transit providers continue to provide important services and incentives to their riders. On-demand microtransit has already been introduced in the cities of Lindsay and Porterville and is being implemented regionwide in 2024 highlighted by the Visalia-Tulare metro area. Development of the Cross Valley Corridor (CVC) project is progressing steadily. The CVC Phase I Express Bus service implementation is underway ultimately connecting the communities between NAS Lemoore and Lindsay, CA with convenient connections to Amtrack San Joaquins and eventually CA High-Speed Rail (HSR). With an expectation of high-quality transit service and transit oriented development along the corridor the CVC Express Bus Service is designed to build a ridership base that will one day lead to CVC Passenger Rail Service. TCAG continues to partner with Caltrans investing in vans and passenger subsidies for their very effective vanpool service.

ACTIVE TRANSPORTATION

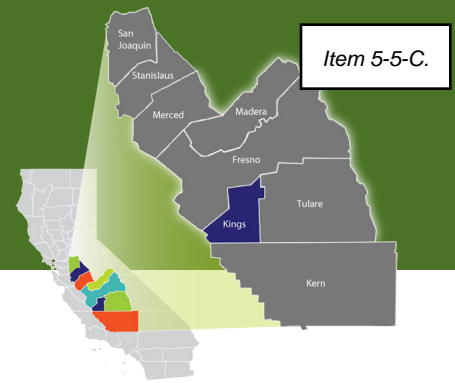
TCAG has been quite aggressive when it comes to Active Transportation. To help agencies identify their active transportation needs, TCAG has committed to providing funding for its member agencies to develop Active Transportation Plans. Staff continues to work with our State partners at Caltrans and the California Transportation Commission (CTC) to promote Active Transportation in our region. As a result, agencies have been able to prepare highly competitive ATP funding applications. Over the most recent three ATP funding cycles, \$54.8 million in ATP funds have been awarded for 13 projects with a combined total project cost of \$112.3 million. The projects will provide safe routes to schools for students, active transportation alternatives for adults, and safe pedestrian crossings. Also included is a complete streets and pedestrian bridge project located on the Tule River Indian Reservation.

HOUSING

TCAG continues to work diligently to establish regional housing partnerships in the region. In partnership with TCAG, Self Help Enterprises has been able to help deliver quality low income housing projects in the communities of Goshen and Farmersville. TCAG is also involved with the preparation of Affordable Housing and Sustainable Communities grant applications which provide funding for housing, transit oriented development and infrastructure costs related to low income housing developments throughout the region. In addition, TCAG recently received final approval of its REAP 2.0 application which will provide funding for the planned Farmersville Transit Center and other important housing related projects in the region.

KINGS COUNTY

www.kingscog.org



TRANSIT

To promote transit in Kings County, KCAG has aided in the transition to Zero-Emission Buses through funding CARB's Innovative Clean Transit (ICT) plan for both Kings County Area Public Transit Agency (KCAPTA) and Corcoran Area Transit (CAT). KCAG has also contributed to the successful funding of the upcoming multimodal transit center in the City of Hanford which should be open for operation in 2025. Within the region, KCAPTA has also successfully created easily accessible transit for travel even outside of the county with the connectivity they currently have with the Amtrak system.

SB 125 PROJECTS

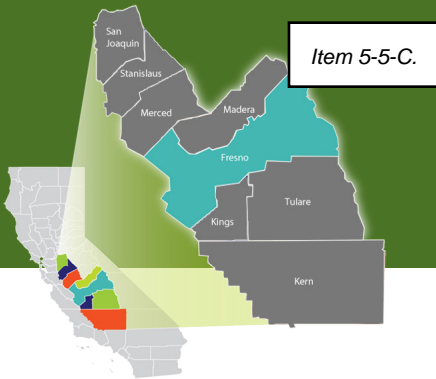
LEAD AGENCY	PROJECT	SB 125 FUNDING
Kings County Area Public Transit Agency	Electric Bus Charging Infrastructure Project (Tulare Cross-Valley Corridor ZEB Expansion Phase 2)	\$7,649,293
Kings County Area Public Transit Agency	Tulare Cross-Valley Corridor ZEB Expansion Phase 1	\$1,061,370
Kings County Area Public Transit Agency	35' Battery Electric Buses	\$6,602,071
Corcoran Area Transit	Electric Bus Charging Infrastructure Project	\$1,133,000
Corcoran Area Transit	Electric Bus Charging Infrastructure Project	\$1,133,408
Corcoran Area Transit	Contactless Payment System	\$296,929
Corcoran Area Transit	Replace four Diesel Buses with ZEB	\$1,134,201
		\$19,010,272

ACTIVE TRANSPORTATION

To make walking and biking safer and easier, KCAG has developed, and is currently updating, the 2019 Regional Active Transportation Plan (RATP) which analyzes existing issues and conditions related to walking and biking. The plan identified the high-priority projects and provided funding information and implementation strategies to equip jurisdictions in Kings County to better compete for federal, state, and regional grant funds. Similarly, both the City of Hanford and the City of Corcoran are developing an updated Active Transportation Plan for their respective cities. The City of Hanford will soon be adopting their updated plan, while the City of Corcoran is still currently developing an Active Transportation Plan for their city to improve walking and biking around their city. Some of the most recent ATP projects that have been successfully funded in Kings County are: in the City of Avenal, the Safe Routes to School SR 269 Improvement Project which constructed a new crosswalk at Union Ave. and Skyline Blvd., improvements to two other crosswalks with high visibility markings, flashing beacons, in-road lights, and bulb-outs at one crosswalk/bus stop, and plans to have three EV Chargers installed at their City Hall this year; in the County of Kings, the SR 41 Pedestrian Crossing and Pathway Improvements project will construct six AC pathways including hot mix asphalt ramps at each intersection as well as installing four rectangular rapid flashing beacons at the pedestrian crossing at General Petroleum Ave; and in the City of Corcoran, the construction of sidewalks along various school routes and installation of high visibility crosswalks and ADA and the construction of new sidewalks, new ADA curb ramps, and crosswalk improvements along Whitley Ave., Otis Ave., Patterson Ave., Dairy Ave., and Orange Ave. The City of Hanford has also been awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant that aims to improve traffic and pedestrian safety in the downtown corridors.

FRESNO COUNTY

www.fresnocog.org



TRANSIT

Fresno Area Express (FAX) is advancing plans to incorporate zero-emission hydrogen fuel cell electric buses into their fleet with the SB 125 TIRCP/ZETCP program. As part of the purchases of new zero-emission buses, FAX is also constructing operational and maintenance improvements at their Downtown Fresno bus yard to refuel and maintain this new fleet of zero-emission vehicles. The project supports FAX efforts to meet the requirements under the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation and achieve the goals listed in the FAX Zero Emission Bus Rollout Plan, which will result in the reduction of emissions from greenhouse gases, improved transit services, and improved transit safety.

The Fresno County Rural Transit Agency (FCRTA) is planning to construct up to 15 sites in the FCRTA service area for a microgrid resiliency hub, which will include electric vehicle charging infrastructure, and solar and battery storage. The resiliency hubs will include plug-in and inductive charging stations to allow FCRTA to quickly charge their electric bus fleet during layovers to advance the agency's transition to a zero-emission electric vehicle fleet.

Clovis Transit, based on recommendations from their recently completed Fleet Electrification Feasibility Study, is constructing a new Clovis Transit Center which will be the operational and maintenance hub for Clovis Transit's bus service, to help fully transition the service to zero-emission operations and meet CARB's ICT regulations.

SB 125 PROJECTS

New TIRCP-Eligible Projects

Project Title	Implementing Agency	FY 2023-24	FY 2024-25	Total TIRCP Request
Clovis Transit Center - Zero Emission Transition Project	City of Clovis	\$6,437,310	\$6,453,631	\$12,890,942
The City of Clovis proposes to build a new Transit Center to meet the California Air Resource Board's (CARB's) Innovative Clean Transit (ICT) regulation. The City recently conducted a Fleet Electrification Feasibility Study, which highlighted the necessary construction of a new transit facility to commence a full transition to a zero emission operation. The project will consist of three phases: Phase I Pre-Construction, Phase II Construction, and Phase III Infrastructure and Zero Emission Vehicles. The TIRCP formula funding will support the first phase of the project by allowing the City of Clovis to purchase the land, conduct the environmental review, and complete the planning and design documents for the proposed Clovis Transit Center.				
Capacity Increasing Bus Stop Improvements	FAX	\$3,310,125	\$3,318,518	\$6,628,643
The scope of this grant request includes a single contract for engineering and design services to produce 100% level construction documents for up to five phases of bus stop improvement construction projects and the associated construction improvement costs. These construction improvements would result in new sidewalk, curbs, gutters, and road repairs necessary for new bus stops that comply with Americans with Disability Act (ADA) requirements. Cost savings from construction will fund new amenities such as trash cans, benches, solar lighting, solar digital messaging signs, and/or shade structures as determined by ridership thresholds. There would be approximately 49 new or improved stops across the five phases of work, impacting Fresno Area Express (FAX) Bus Routes: 22, 35, 40/41 which adds an extension to Fresno Yosemite International Airport as well as extending to fill in existing gaps between Shields and Herndon Avenues, and a new east/west Church Avenue cross-town route.				
Fuel Cell Electric Buses Purchase	FAX	\$6,293,011	\$6,307,666	\$12,600,677
FAX plans to purchase a total of 10 zero-emission hydrogen fuel cell electric buses (FCEBs) over three fiscal years. The buses will be used to replace higher-emitting CNG buses that are well past their useful life and will be deployed throughout the FAX service area. FCEBs will be purchased in three phases. Steps of some phases will run concurrently, to improve efficiency and shorten overall wait time.				
Fuel Cell Electric Bus Readiness Project	FAX	\$25,687,580	\$25,752,711	\$51,440,291
The scope of the project includes planning, design, and construction of supporting zero emissions vehicles infrastructure for operational and maintenance purposes. FAX desires to construct a hydrogen fueling station for an anticipated 13 FCEB fleet and a maintenance facility capable of supporting hydrogen technology. The project supports FAX efforts to meet the requirements under the CARB ICT regulation and achieve the goals listed in the FAX zero emission bus rollout plan. The project will result in the reduction of emissions from greenhouse gases, improved transit services, and improved transit safety.				
Fresno County Rural Transit Agency Microgrid Project	FCRTA	\$9,678,087	\$9,702,623	\$19,380,708
Fresno County Rural Transit Agency (FCRTA) is planning to construct up to 15 sites in the FCRTA service area for a microgrid resiliency hub, which will include electric vehicle charging infrastructure, solar and battery storage. The resiliency hub will include plug in/inductive charging stations based on availability in order to allow FCRTA to quickly charge the electric bus fleet during layovers to advance the agencies transition to an electric vehicle (EV)/zero-emission vehicle (ZEV) fleet. The microgrid resiliency hub will also include a solar carport and EV Charging System for FCRTA's small EV fleet (comprised of Chevy Bolts and 4-10 passenger EV vans) with Level 2 EV charging stations. The 15 resiliency hub microgrid sites will be constructed in the 13 rural incorporated cities and 39 unincorporated communities in rural Fresno County based on land availability and funding. The sites will be located in a disadvantaged community. This project is scalable depending on the ultimate funding allocation.				
Total TIRCP:		\$51,406,113	\$51,535,149	\$102,941,262

ACTIVE TRANSPORTATION

Easton Sidewalk Project

Added nearly two miles of sidewalk and ADA compliant improvements adjacent to the Elementary, Middle and High schools in unincorporated Easton, thanks to nearly \$681,000 from the Regional ATP. This project will provide basic active transportation amenities to improve safety by creating curbs, gutter, and sidewalk infrastructure for locations highly frequented by disadvantaged parents, students, and educators of rural Fresno County.

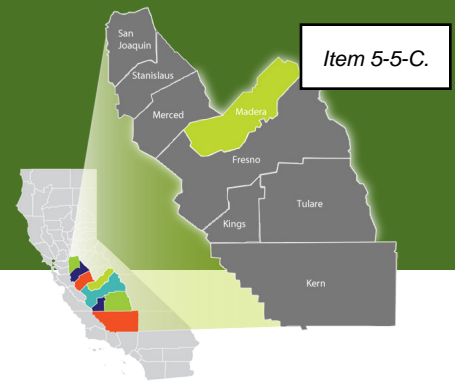


HOUSING

The City of Coalinga's class IV bikeway along Monterey Avenue is a prime example of active transportation improvements in a low-income and disadvantaged community. Coalinga has been embracing purposeful development since 2017, by adopting their own Active Transportation Plan in 2017. The Monterey Avenue project serves a population of residents whose median household income is below 65% of the State average. Monterey Avenue is a key access point for numerous schools within the city and invites and enhances people who do not own or operate motor vehicles to bike to and from school or work.

MADERA COUNTY

www.maderactc.org



TRANSIT

The Madera County Transportation Commission (MCTC) is committed to improving transit service, commuter rail access, active transportation infrastructure and affordable housing in the Madera region. The conversion to an all-electric transit fleet has begun utilizing SB 125, FTA, and CMAQ funding. The existing San Joaquins passenger rail station is being relocated to an area along Avenue 12 as the first phase of the future Madera HSR Station Project. Planning is also underway in securing funding and implementing improvements necessary for the Madera HSR Station to facilitate high-speed rail initial operating service in the Valley (Phase 2). The location of the Madera HSR station will be well served by fixed-route transit service and is in the Madera Community College Specific Plan Area, close proximity to SR 99, and regional hospitals. Madera County was successful in applying for a Caltrans Sustainable Planning Grant to develop the Madera Transit Station Specific Plan. The plan will focus on mixed-use neighborhoods and transit connectivity centered around the Madera Community College and the forthcoming relocated San Joaquins Madera Station. MCTC's SB 125 contribution to the Madera HSR Station enables the completion of the construction of the relocated San Joaquins Station (Phase 1) and contributes to the final design for Phase 2 improvements needed for initial HSR operations.



SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
Madera County	Transit Fleet Electrification	\$3,555,000
City of Chowchilla	Transit Electrification and Modernization	\$1,706,000
City of Madera	Transit Fleet Electrification	\$500,000
San Joaquin Joint Powers Authority (SJJPA)	Madera HSR Station Phase 1: Relocated Madera San Joaquins Station	\$12,862,000
		\$18,623,000

ACTIVE TRANSPORTATION

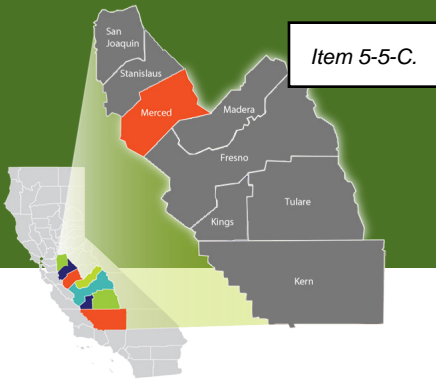
MCTC has prepared an Active Transportation Plan and model Complete Streets template. These documents are currently being utilized to secure active transportation and complete streets funding. The California Transportation Commission has awarded ATP grants for the La Vina Community Mobility and Safety Enhancements Project and the Madera Citywide Safe Routes to School Project.

HOUSING

The REAP funding awarded by the State is assisting local jurisdictions in the Madera Region to meet regional housing goals and providing much needed infrastructure for the construction of affordable housing. MCTC is currently working with its member agencies to finalize their applications to plan for construction of affordable housing projects through the Regional Early Action Planning Grant Program of 2021 (REAP 2.0).

MERCED COUNTY

www.mcagov.org



TRANSIT

The **Transit Joint Powers Authority for Merced County (The Bus)** is implementing a zero-emission transition plan that involves both battery-electric and hydrogen vehicles. The Bus has already met its 2026 zero-emission bus acquisition requirement with several battery-electric buses in operation. The first hydrogen bus will be introduced in 2025.

The agency has been operating microtransit in our most rural communities for five years, and with the implementation of new software in 2023 were able to increase ridership 40% without expanding service hours. In partnerships with Merced College, UC Merced and the Measure V program, The Bus offers free fixed route and microtransit services to students, veterans, seniors and ADA eligible passengers. Measure V also funds free paratransit service.

The **Yosemite Area Regional Transportation System (YARTS)** provides public transit coach service to Yosemite National Park from Merced, Mariposa, Tuolumne, Fresno, Madera and Mono Counties. YARTS provides choice riders with a carless option of travel to Yosemite which takes thousands of cars off highways every year. This service was pioneered in Merced 25 years ago and has grown in service area and ridership ever since.

Both agencies are actively engaged with the **high-speed rail** station planning in the City of Merced, and with the **Altamont Corridor Express (ACE)** station planning in the Cities of Atwater and Livingston to ensure seamless passenger rail to bus transit connectivity is realized in the future.

ACTIVE TRANSPORTATION

In 2024, MCAG developed and adopted its first **Regional Active Transportation Plan**, which assessed existing conditions and challenges related to active transportation in Merced County. The plan identified high-priority projects, funding opportunities, and implementation strategies to help jurisdictions secure federal, state, and regional grant funding for active transportation.

HOUSING

MCAG developed its first **multijurisdictional housing element** for the sixth cycle using REAP 1.0 funding to support jurisdictions in meeting housing requirements and accelerate housing production. Through MCAG's **REAP 2.0 program**, jurisdictions received additional funding to implement their housing elements and develop affordable housing. MCAG continues to collaborate with local jurisdictions to secure funding through the State's Affordable Housing and Sustainable Communities (AHSC) Program and other funding sources, supporting increased housing production and long-term affordability in the region.

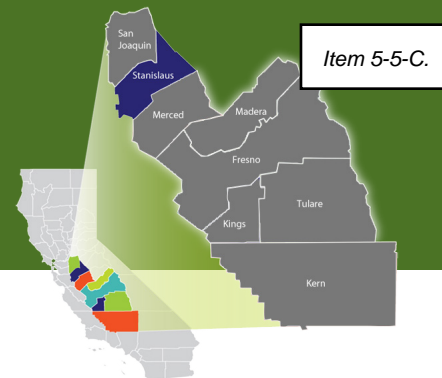
SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
MCAG	Program Administration	\$209,123
The Bus	Battery Electric Bus Charging Infrastructure	\$5,000,000
The Bus	Westside Operations and Maintenance Facility	\$8,000,000
YARTS	Seed Funding for Operations and Maintenance Facility	\$2,000,000
The Bus	Microtransit Service Expansion (Operations)	\$4,200,000
The Bus	Microtransit Service Expansion (Capital)	\$2,280,000
The Bus / YARTS	Hydrogen Fueling Station and Facility Compliance	\$5,600,000
The Bus	Hydrogen Bus Fleet Replacement	\$6,400,000
YARTS	CALSTART Fuel Cell Demo Project	\$1,000,000
The Bus / Amtrak	Amtrak Thru-Way Bus Service Merced to Gilroy Pilot	\$1,500,000
The Bus	ACE Bus Bridge Program	\$1,200,000
The Bus	Concourse Redesign at Merced Transpo Center	\$200,000
		\$39,389,123



STANISLAUS COUNTY

www.stancog.org



TRANSIT

The majority of the SB 125 funds allocated to StanCOG were provided to the regional transit operator Stanislaus Regional Transit Authority (StanRTA). StanRTA will use the funds to comply with the rule to have an emission free fleet by 2040 and will need a new facility equipped with the infrastructure to support a zero-emissions vehicles (ZEV) fleet. SB 125 funds are being used to support the San Joaquin Regional Rail Authority (SJRRCA) multimodal station improvements in anticipation of the ACE Forward Passenger Rail service. The ACE Forward service will reduce GHG emissions, improve public health, reduce traffic-related injuries, and advance equity for priority populations in the Valley. Additionally, SB 125 funds were used to support the StanisCruise Vanpool program which increased its capacity by 50% from 100 vans to 150 vans within nine months of operations.

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	\$91,000,000
SJRRCA	Modesto-Ceres Valley Rail Stations	\$13,000,000
StanCOG's StanisCruise TDM Program	StanisCruise Vanpool Program - Maintain and Expand	\$8,228,952
		\$112,228,952

ACTIVE TRANSPORTATION

The City of Modesto completed the 9th Street Corridor Improvements Project with Affordable Housing and Sustainable Communities Grant (AHSC) and Measure L funding. In alignment with the AHSC program, this project reduces GHG emissions through implementing land use, housing, transportation, and agricultural preservation practices. The project includes improvements such as multiple roundabouts and bicycle/active transportation infrastructure.

Additionally, Stanislaus County has recently completed the Airport Neighborhood Active Transportation Connectivity & Safety Project and the Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project. These projects improve local connectivity within their respective neighborhoods, improve safety for non-motorized travel, and seek to end patterns of disinvestment of basic infrastructure that plague many disadvantaged unincorporated communities.

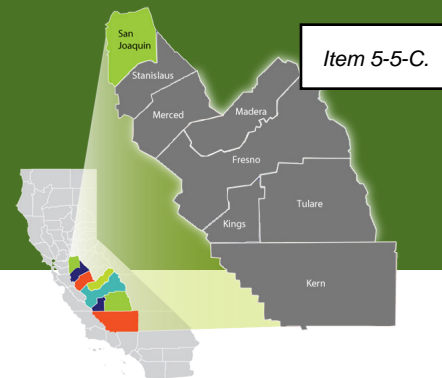
HOUSING

The City of Modesto, in partnership with EAH Housing, recently completed the Archway Commons Phase II development, which constructed 74 new affordable housing units. This project includes a community center, picnic area, computer learning center, basketball court, common room, and courtyard open spaces.

The City of Modesto has also recently constructed and is in the process of constructing additional affording housing developments, with some specifically focused on providing permanent supportive housing for Veterans.

SAN JOAQUIN COUNTY

www.sjcog.org



TRANSIT

Our region's transit providers are recovering from the COVID-19 fiscal cliff as quickly as possible, while seeking to transition to zero emission technology as quickly as possible. The region has invested in a county-wide ticketing app that joins together each operator's ticketing systems, allowing for more robust trip planning and seamless transfers between providers. The shared ticketing app also integrates Uber services directly, and provides financial incentives for transit use. Additionally, the region has made significant investments into its rideshare incentives program, which provides vanpool options for employees. SJCOG's vanpool usage has tripled since the start of the pandemic, and has resulted in significant VMT & GHG reductions.

SB 125 PROJECTS

LEAD AGENCY	PROJECT	SB 125 FUNDING
San Joaquin Regional Transit District	Transit Operational Assistance	\$43,347,911
San Joaquin Regional Rail Commission	Transit Operational Assistance	\$14,390,995
City of Lodi	Transit Operational Assistance	\$3,779,100
City of Manteca	Transit Operational Assistance	\$1,644,096
City of Tracy	Transit Operational Assistance	\$3,853,856
City of Escalon	Transit Operational Assistance	\$88,025
City of Ripon	Transit Operational Assistance	\$25,919
		\$67,129,902

ACTIVE TRANSPORTATION

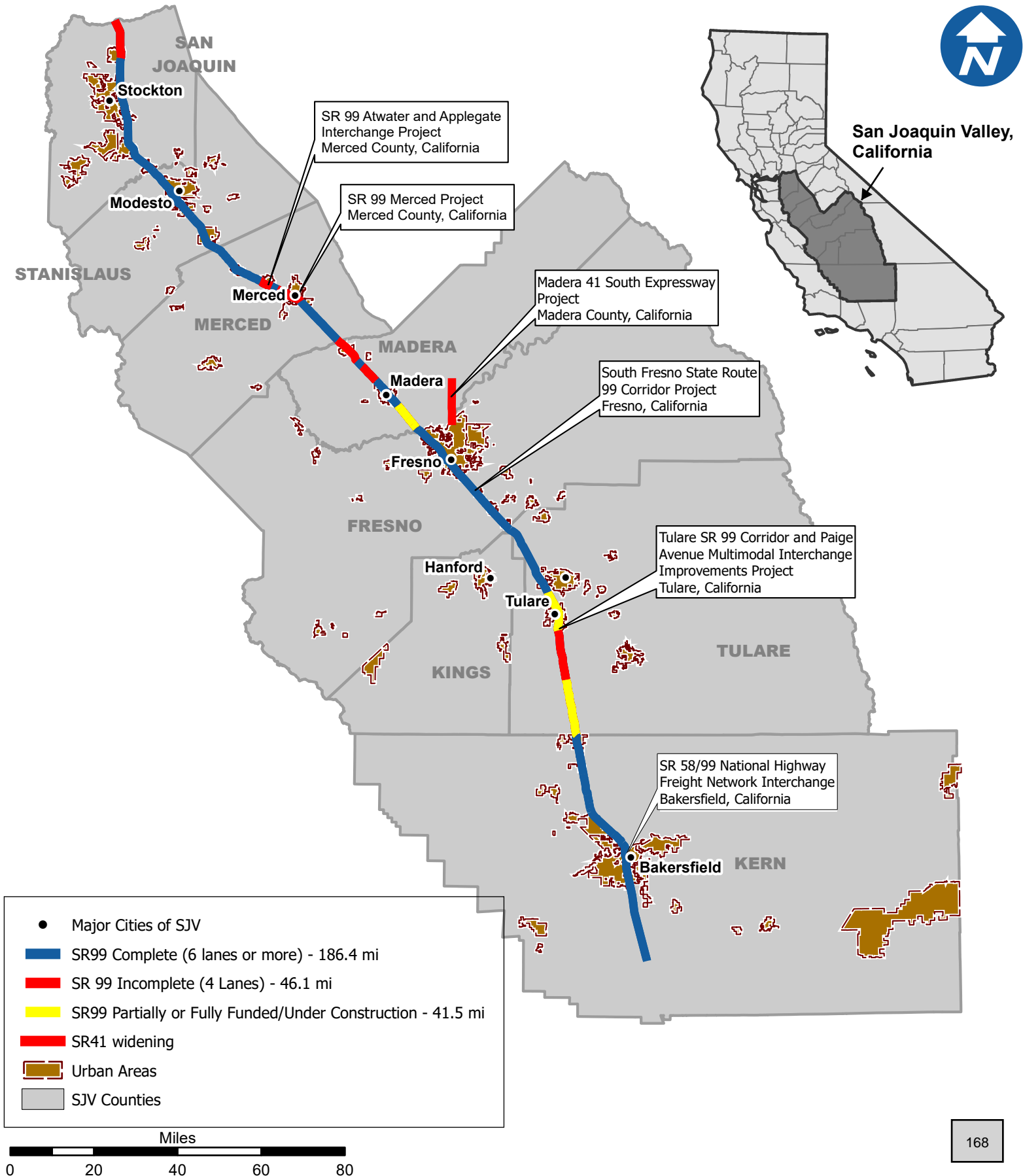
With respect to Active Transportation, SJCOG has made significant financial contributions to projects across the region. Where the State has typically offered less than \$8M to San Joaquin County for each Active Transportation Program regional call for projects, SJCOG has been successful in assigning federal CMAQ funds and regional Measure K funds to more than double the amount of funds made available to partner agencies.

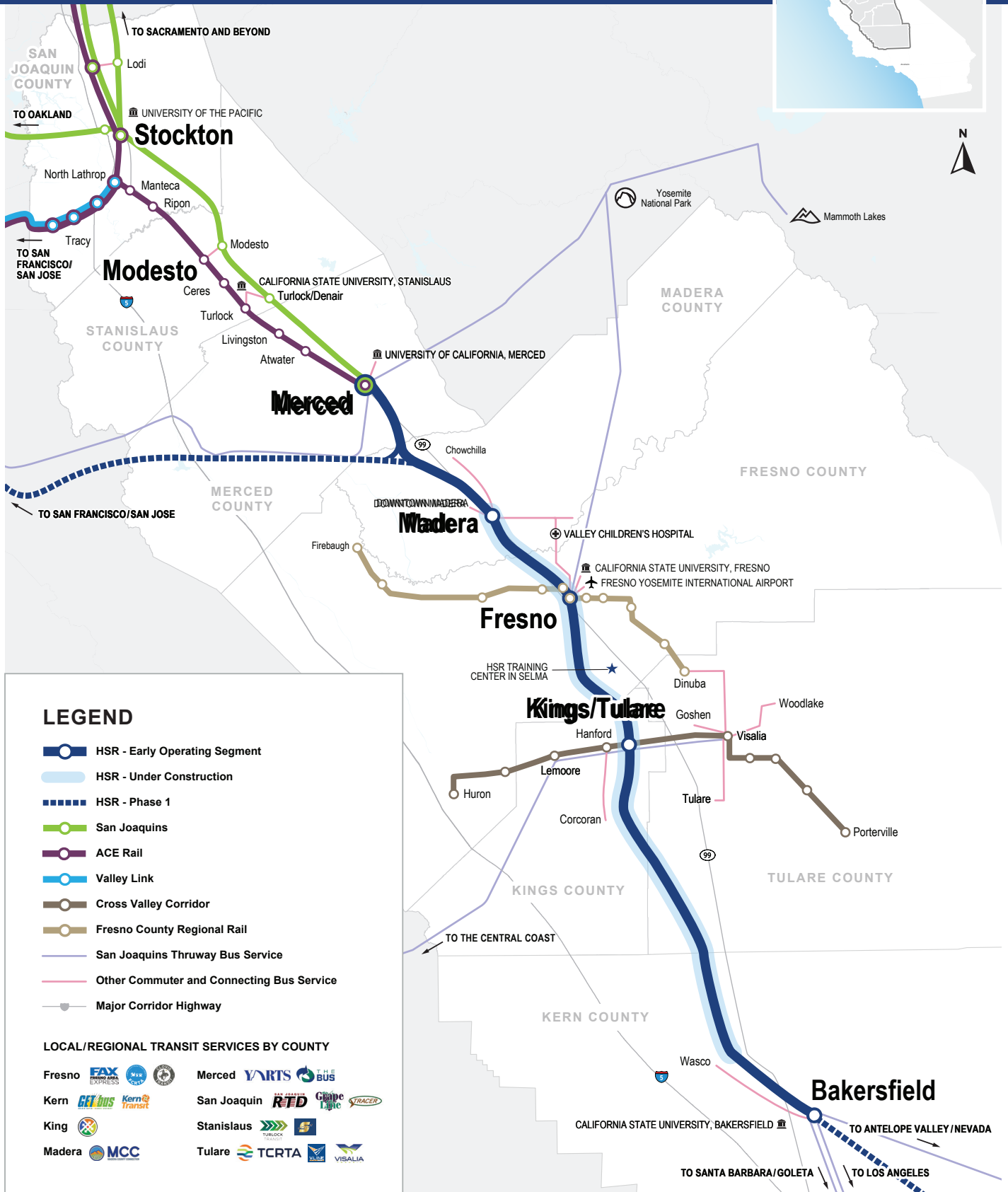


San Joaquin Valley, California

State Routes 99 and 41 Highway Projects

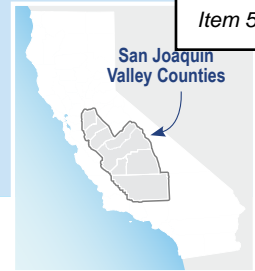
Item 5-5-C.





Vision for Integrated Passenger Rail/Transit in the San Joaquin Valley

Item 5-5-C.



As construction on the nation's first 200+ mph high-speed rail (HSR) system moves forward in the San Joaquin Valley, an integrated passenger rail and transit network is envisioned to connect HSR to communities throughout the San Joaquin Valley and California. Using zero-emission vehicles and promoting sustainable transit-oriented development, this network will deliver enhanced mobility, economic opportunities, greater equity, and better air quality and other environmental benefits for San Joaquin Valley residents.

High-Speed Rail (HSR)

HSR will be the backbone of the integrated passenger rail and transit vision for the San Joaquin Valley. Early operations are expected to begin on the 171-mile Merced to Bakersfield segment between 2030 and 2033. Initial HSR service will substantially improve passenger rail travel times and frequency in the San Joaquin Valley.



Rendering of the new HSR station in Merced

Valley Rail

The Valley Rail Program includes improvements and expansions of both the intercity "San Joaquins" (Amtrak) and ACE commuter rail resulting in increased passenger rail services between



Service on the San Joaquins will expand as part of the Valley Rail program.

the San Joaquin Valley, Sacramento, and the San Francisco Bay Area. Valley Rail will add daily roundtrips for both services between Sacramento and Merced, and they will link directly to HSR at the new Merced HSR Station.

Valley Link

Valley Link is a 42-mile passenger rail service over the Altamont Pass, providing a new, zero-emission transit alternative to congested Interstate 580. The 22-mile initial operating phase, which could break ground as early as 2026, will provide all-day, bi-directional service between the Dublin/Pleasanton BART Station in the San Francisco Bay Area and a new Valley Link



Valley Link will use zero-emission hydrogen trainsets.

station in Mountain House in San Joaquin County. Service will ultimately extend to the North Lathrop Transfer Station, where it will connect with ACE service.

Cross Valley Corridor (CVC)

This planned passenger rail service will utilize an existing freight rail corridor from Huron to Porterville, roughly paralleling state routes 198 and 65. Destinations along the corridor include Naval Air Station (NAS) Lemoore, Hanford, the HSR Kings/Tulare Station, Visalia, and Porterville, with additional transit connections to Corcoran, Tulare, Dinuba, and Woodlake. Initially, the CVC will be served by expanded and improved express buses connecting key markets along the corridor to the Kings/Tulare HSR Station.

Fresno Regional Rail

Planning will be initiated for a new passenger rail service that utilizes existing freight rail corridors in Fresno County between Firebaugh, San Joaquin, Dinuba, Kingsburg, and Fresno. Regional service would connect with the Fresno HSR Station and to future light rail service being planned for downtown Fresno.

Thruway and Local Transit Buses

Longer-distance Thruway buses will continue to bring San Joaquin Valley travelers to destinations throughout California. At the Bakersfield HSR Station, these buses will meet every HSR round-trip for connections to major travel markets in Southern California, as well as Las Vegas. Local transit and on-demand services will also link to HSR, Valley Rail, Valley Link, Cross Valley Corridor, and Fresno Regional Rail, allowing car-free travel to destinations within and outside San Joaquin Valley.



Contact: Michael Hanebutt, Senior Planner
San Joaquin Joint Powers Authority
mhanebutt@sjjrc.com

DETAILED MAP ON BACK





March 6, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Advance Completion of the High-Speed Rail Project from Merced to Bakersfield in the San Joaquin Valley

Dear Secretary Duffy,

On January 24, 2025, the San Joaquin Valley Regional Planning Agencies' Policy Council (Policy Council) convened for a pivotal meeting, where members voted unanimously to prioritize collaboration with the newly elected federal administration regarding the future of the California High-Speed Rail System under construction in the San Joaquin Valley. The Policy Council underscored the importance of clearly articulating the need to complete the operational segment of the High-Speed Rail System with Merced, Madera, Fresno, Kings/Tulare, and Bakersfield stations. The Policy Council would welcome the opportunity to engage with the Administration following your recent announcement of the initiation of a review of the California High-Speed Rail Authority (CHSRA) and the system currently under construction here in the San Joaquin Valley.

The Policy Council, established nearly 20 years ago, is comprised of local mayors, council members, and county supervisors from the San Joaquin Valley's eight regional transportation planning agencies. It also includes executives from the San Joaquin Valley Air Pollution Control District (APCD) and the San Joaquin Joint Powers Authority (SJJPA), representing over 4.3 million people in this region of California, which serves as a major hub for global agricultural trade. The Policy Council believes that a **completed and operational high-speed rail line** that is integrated with conventional passenger rail and bus services to connect with California's major metropolitan areas (see Figure 1 attached) will contribute to continued economic growth, faster travel, and better air quality in the San Joaquin Valley.

It is no secret that a spectrum of opinions exists throughout the Valley regarding the high-speed rail project. However, what emerges as common ground is a shared interest in keeping federal funding in the San Joaquin Valley. Despite the controversies surrounding the high-speed rail project, stakeholders and policymakers from various backgrounds agree on completing a usable segment of the rail line. This consensus highlights a pragmatic approach. Even those opposed to high-speed rail acknowledge that securing these funds is essential for the Valley's economic development.

The Policy Council recognizes the Federal government's already substantial investment and acknowledges the journey that still lies ahead to implement a fully operational segment. Members agree upon the importance of maintaining momentum and are eager to engage in meaningful discussions with both the Federal Railroad Administration (FRA) and the White House to envision what the final completion of the system should entail.



Valleywide Coordinator, Georgiana Vivian
(559) 259-9257



Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721



Fresno Council of
Governments
Fax (559) 233-9645

Investments worth \$13 billion for high-speed rail infrastructure have completed over 60 miles of guideway and 50 structures, including bridges, viaducts, overcrossings, and undercrossings, representing one of the most significant road investment programs the San Joaquin Valley has ever seen. This new infrastructure has already improved road safety by eliminating dangerous at-grade rail crossings, benefiting not only our local residents, but the existing freight rail operations as well. The substantial progress of high-speed rail construction in the San Joaquin Valley can be viewed online at buildhsr.com/projects.

While the improvements establish a foundation for the upcoming track-laying phase and mark a significant advancement in the overall construction timeline of the high-speed rail system, the work has required road closures and land acquisitions from both public and private owners. Given these impacts, it is imperative that our communities receive the long-term tangible benefits from this investment rather than disconnected structures with no practical uses. If the high-speed rail segment remains unfinished, it could jeopardize the success of other transportation initiatives, potentially diminishing their efficacy in creating a seamlessly connected, Valleywide, multimodal transportation network. The interdependence of these projects underscores the crucial role of high-speed rail in achieving a comprehensive and efficient transportation system for the region that connects with the broader statewide passenger rail and bus network.

High-speed rail implementation in the San Joaquin Valley has generated over 14,000 construction jobs, providing economic benefits to blue-collar workers in the region, particularly in low-income communities. These construction jobs have been important for driving growth in our local economy. With continued investment, we anticipate sustained economic stimulation via additional housing construction, business attraction, job creation, and access improvements in our local downtown areas near the high-speed rail stations.

The Policy Council recognizes that while opinions on high-speed rail may vary, the overarching message is clear: We will eagerly work with the Administration to preserve federal funding that ensures and expedites the completion of a fully operational segment of the high-speed rail line between Merced and Bakersfield that is part of an integrated statewide passenger rail and bus network, stimulating prolonged economic growth for our local communities.

I would be honored and pleased to discuss our perspectives with you in more detail. Don't hesitate to contact me at my office: (209) 525-6464, Cell: (209) 345-5436, or at chiesav@stancounty.com to schedule a meeting with me and other San Joaquin Valley Policy Council members on this important matter.

The Policy Council looks forward to sharing our insights and working closely with the Trump-Vance Administration to deliver critical infrastructure projects that support the movement of people and goods and help facilitate agricultural production, global trade, and economic development in the San Joaquin Valley. Thank you for your time and consideration of this matter.

Sincerely,

Vito Chiesa

Vito Chiesa, Vice Chair
San Joaquin Valley Regional Planning Agencies' Policy Council
Member, San Joaquin Joint Powers Authority, and Supervisor, Stanislaus County, California

On behalf of other members of the Policy Council including:

Member Gary Yep, Councilmember, City of Kerman
 Member Alma Beltran, Mayor, City of Parlier
 Member Saul Ayon, Mayor, City of McFarland
 Member David Couch, Supervisor, County of Kern
 Member Alvaro Preciado, Mayor, City of Avenal
 Member Doug Verboon, Supervisor, County of Kings
 Member Robert Poythress, Supervisor, County of Madera
 Member Jose Rodriguez, Councilmember, City of Madera
 Chair Daron McDaniel, Supervisor, County of Merced
 Member Pat Nagy, Mayor, City of Gustine
 Member Robert Rickman, Supervisor, County of San Joaquin
 Member Gary Singh, Mayor, City of Manteca
 Member Rosa Escutia-Braaton, Councilmember, City of Modesto
 Member Dennis Townsend, Supervisor, County of Tulare
 Member Rudy Mendoza, Mayor, City of Woodlake
 Member Samir Sheikh, Executive Director, San Joaquin Valley Air Pollution Control District
 Member Stacey Mortenson, Executive Director, San Joaquin Joint Powers Authority

Enclosures (1)

cc: Alex Meyer, Deputy Assistant to the President and Director of the White House Office of Intergovernmental Affairs
 Christine Serrano Glassner, Special Assistant to the President and Deputy Director of the White House Office of Intergovernmental Affairs for Local and Tribal Governments
 The Honorable Alex Padilla, United States Senator from California
 The Honorable Adam Schiff, United States Senator from California
 The Honorable Tom McClintock, United States Representative – California’s 5th Congressional District
 The Honorable Josh Harder, United States Representative – California’s 9th Congressional District
 The Honorable Adam Gray, United States Representative – California’s 13th Congressional District
 The Honorable Vince Fong, United States Representative – California’s 20th Congressional District
 The Honorable Jim Costa, United States Representative – California’s 21st Congressional District
 The Honorable David Valadao, United States Representative – California’s 22nd Congressional District
 The Honorable Gavin Newsom, Governor of California
 The Honorable Dave Cortese, California State Senator, Chair of the California Senate Transportation Committee
 The Honorable Lori Wilson, California State Assemblymember, Chair of the California Assembly Transportation Committee
 Toks Omishakin, California Secretary of Transportation
 Ian Choudri, Chief Executive Officer of the California High-Speed Rail Authority
 Tom Richards, Chair of the California High-Speed Rail Authority Board of Directors

Figure 1



SAN JOAQUIN VALLEY PASSENGER RAIL INVESTMENTS

**SAN JOAQUIN JOINT POWERS AUTHORITY,
SAN JOAQUIN REGIONAL RAIL COMMISSION**

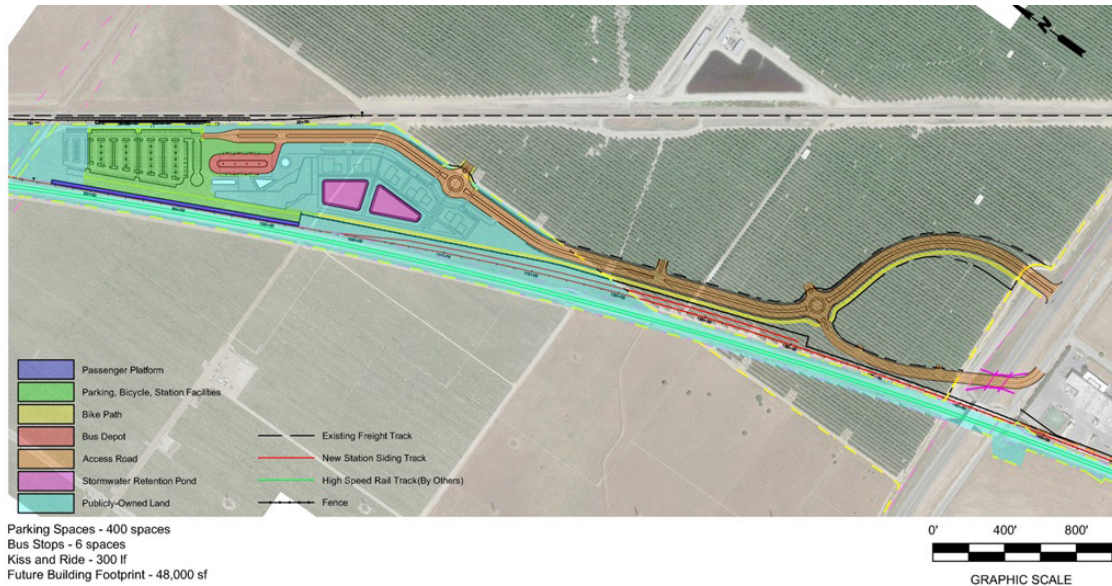
Grant Program	Project	Award Received
Sustainable Transportation Planning	Lodi and San Joaquin Valley Network Integration	\$1,050,000
CMAQ (SJCOG)	ACE Operation	\$10,000,000
SB125 (StanCOG)	Ceres and Modesto Stations	\$13,000,000
SB125 (SJCOG)	ACE Operation	\$14,390,995
SB125 (MTC)	ACE Operation	\$3,605,000
SB125 (Madera CTC)	Madera High Speed Rail Station Phase 1 and Phase 2	\$12,860,000
Affordable Housing and Sustainable Community	ZEMU and Midtown Station	\$7,000,000
MEGA	Madera High Speed Rail Station	\$54,500,000
ITIP 2024	Madera High Speed Rail Station	\$80,000,000
ITIP 2024	City College Station	\$4,603,000
TCEP Future Capacity	Stockton Diamond	\$32,000,000
TCEP Future Capacity	S. Stockton Yard Crossover	\$6,000,000
CRISI	TRACC	\$2,000,000
TIRCP Cycle 7	Stockton Diamond, S. Stockton Yard Crossover, Madera Phase 2 Design, TRACC, San Joaquin Street Layover	\$70,000,000
CMAQ (SJCOG)	Stockton Diamond	\$14,000,000
Total as of 2/26/2025		\$325,008,995



SAN JOAQUIN VALLEY PASSENGER RAIL INVESTMENTS

SAN JOAQUIN JOINT POWERS AUTHORITY,
SAN JOAQUIN REGIONAL RAIL COMMISSION

Madera High-Speed Rail Station



Stockton Diamond Grade Separation Project



Need for State FARMER Funding to Improve Public Health, Implement Climate Smart Agricultural Practices, and Ensure Resilient Agricultural Sector

- Through strong collaboration with state agencies and residents, businesses, public agencies, community-based organizations, and other stakeholders, the State, including the San Joaquin Valley region, have demonstrated a strong ability to implement innovative and transformative clean air, low carbon strategies across the Valley's nation-leading agricultural sector.
- The FARMER program has been critical in assisting the agricultural sector transition to the cleanest technologies, and has a strong focus on small farmers. FARMER funds are matched with significant cost-share investments from participating growers.
- Through the Carl Moyer, FARMER, and other incentive programs, the agricultural industry has turned over 12,800 older agricultural tractors and other equipment in the San Joaquin Valley, of which over 7,300 were Tier 0 agricultural equipment with no emissions controls (95-98% reduction in pollution).
- In the San Joaquin Valley, the agricultural industry, working with CARB, the District, and USDA-NRCS have fulfilled numerous state (CARB) federally-mandated PM2.5 state implementation plan commitments to replace thousands of pieces of ag equipment through an incentive-based approach.
- Although considerable progress has been made, additional emissions reductions are needed to meet the latest PM2.5 and ozone health-based standards and climate goals, especially in light of the recently established 2024 PM2.5 federal standard of 9 ug/m3.
- Prioritizing investments to continue the turnover of older agricultural equipment will be critical to meeting our state's clean air and climate goals.
- The state faces many challenges in the coming years with respect to challenging budgets, and in these challenging times, it is critical that investments be prioritized for programs that provide the most effective public health, climate, and economic benefits, particularly with respect to air quality related revenues such as Greenhouse Gas Reduction Funds¹. This is particularly important as potential extension to the Cap and Trade program is considered, including the role and effectiveness of GGRF expenditures.

State Funding Request

Demand in this highly cost-effective program consistently significantly exceeds available funding. For example, the San Joaquin Valley Air District currently has over \$500 million in pending applications (5,000 units, ~4 tpd NOx reductions projected). More than 62% of the pending applications are Tier 0 equipment lacking any emission controls.

It is estimated that over the next five years, \$200 million per year for 5 years is needed in order to achieve the necessary emissions reductions from this category. This funding amount will:

- Achieve approximately 8 tons/day of NOx in communities throughout the state, the majority in the state's most disadvantaged communities
- Achieve estimated 800,000 tons of GHG MTCO_{2e} emissions reductions.
- Provide amongst the most cost-effective and health-protective investment of GGRF and other state funds, supporting local clean air efforts, as well as CARB mobile source commitments to address federal standards

¹ <https://lao.ca.gov/reports/2022/4561/Zero-Emission-Vehicle-Package-022322.pdf>



Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program

As reported through September 30, 2024

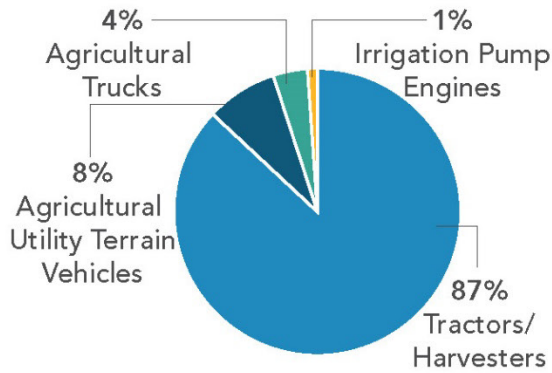


\$601.8 million
in implemented projects
statewide

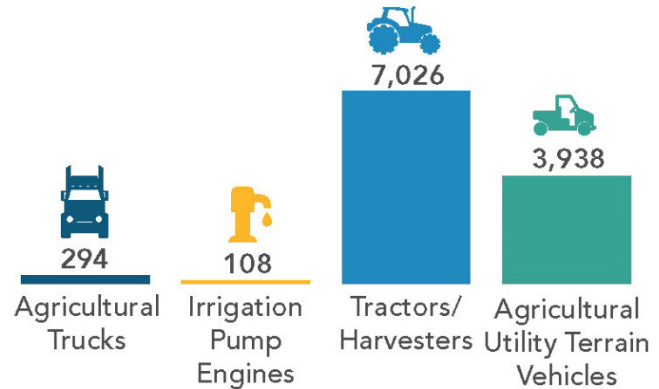


69% of funding
benefits disadvantaged
& low-income communities

Dollars Invested by Project Type



Implemented Projects



Emissions Reduced



* Metric tons of carbon dioxide equivalent

Year	Total (\$)
2017-2018	\$135 million
2018-2019	\$132 million
2019-2020	\$56 million
2021-2022	\$212.6 million
2022-2023	\$150 million
2023-2024	\$75 million
2024-2025	\$2 million

FARMER Appropriation

Since 2017, the California Legislature has appropriated \$762 million statewide, signifying the state's commitment to reduce agricultural sector emissions by providing grants to replace high-emitting agricultural equipment with cleaner equipment.

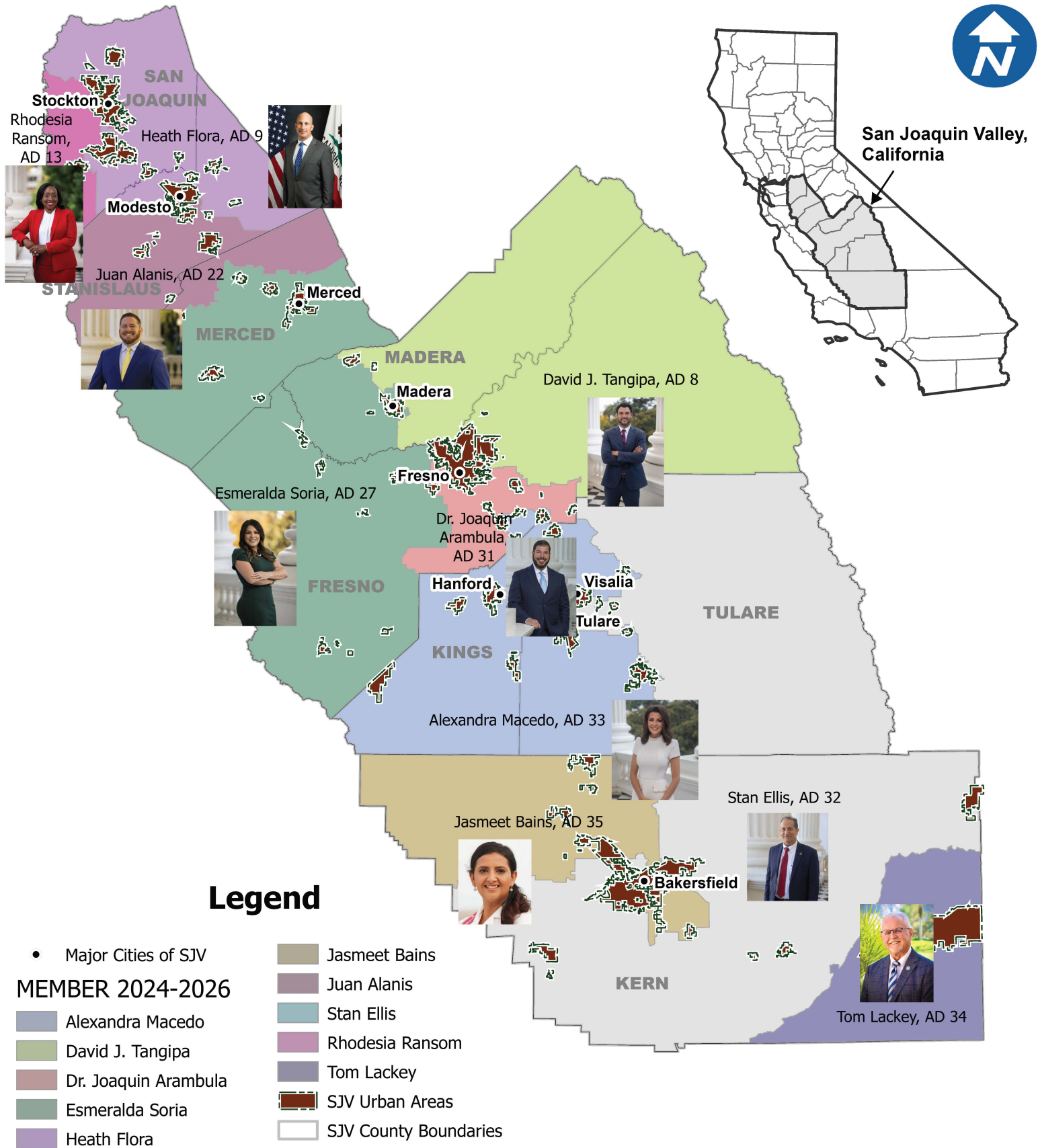
arb.ca.gov/farmer



San Joaquin Valley, California

California Assembly Member 2024-2026

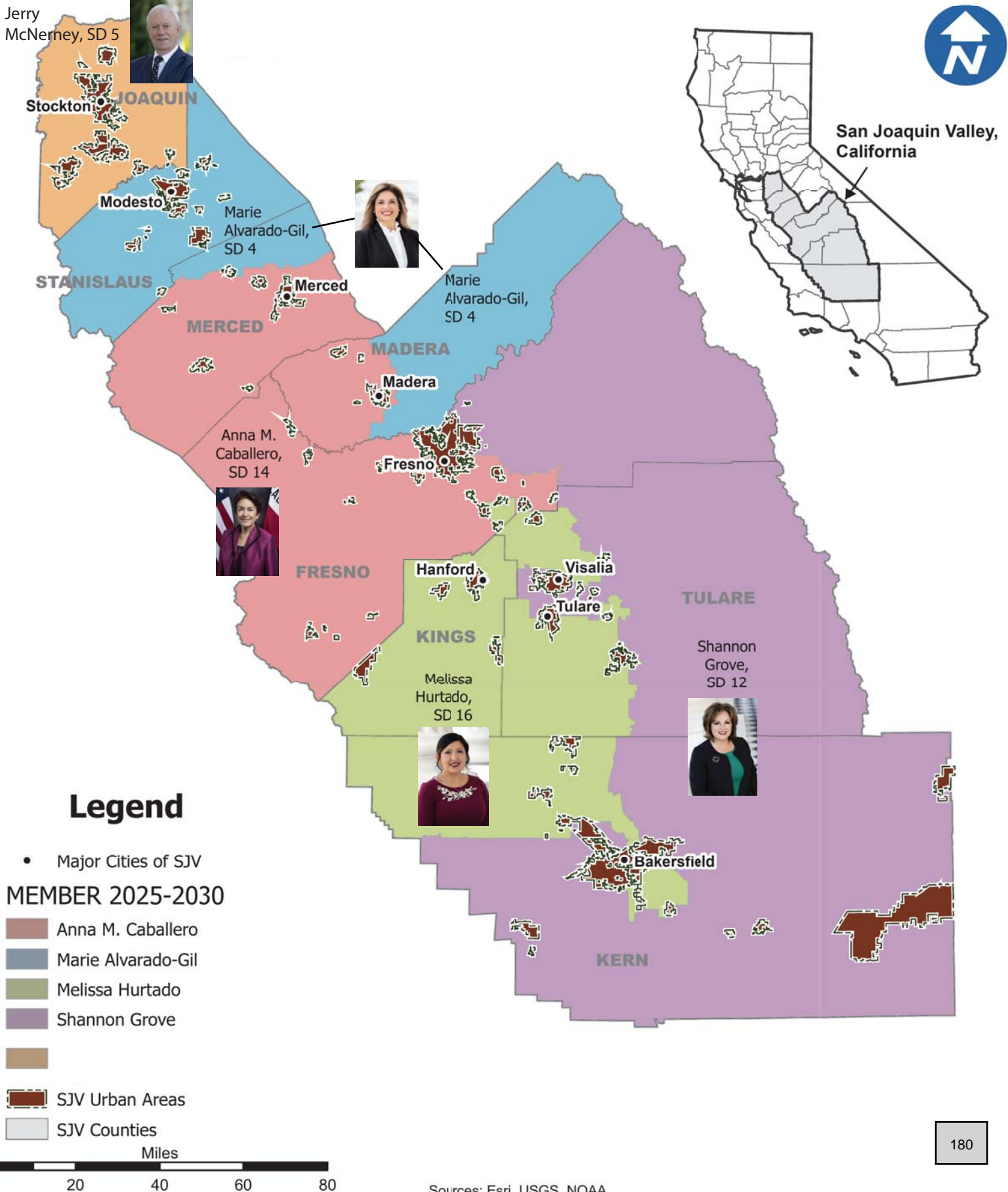
Item 5-5-C.



San Joaquin Valley, California

California Senate Member 2025-2030

Item 5-5-C.





STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 7-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – February 19, 2025

Enclosure: Yes

Action: Approve February 19, 2025, Meeting Minutes

SUMMARY:

Attached are the Executive Minutes for February 19, 2025, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



EXECUTIVE MINUTES

Date: February 19, 2025

Time: 3:00 pm

Location: Madera County Transportation Commission
In person and Zoom

Members Present: Commissioner Waseem Ahmed
Commissioner Robert Poythress
Commissioner Jose Rodriguez
Commissioner David Rogers
Commissioner Rohi Zacharia
Commissioner Leticia Gonzalez, Alternate

Members Absent: Commissioner Robert Macaulay

Policy Advisory Committee: Above Members
Michael Navarro, Caltrans District 06, Director

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Senior Regional Planner
Natalia Austin, Senior Regional Planner
Sandy Ebersole, Administrative Analyst
Samantha Saldivar, Accounting Technician



1. CALL TO ORDER by Vice Chair Poythress

2. PLEDGE OF ALLEGIANCE

3. ELECTION OF OFFICERS

3-A. Election of Officers

Action: Elect a Chairperson and Re-affirm Vice Chairperson

Upon motion by Commissioner Rogers, seconded by Commissioner Ahmed, to appoint Commissioner Rodriguez as Policy Board Chairperson. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Gonzalez, Alternate	Yes

Vote passed 6-0

Chair Rodriguez chaired the remainder of the meeting.

Upon motion by Commissioner Ahmed, seconded by Commissioner Rogers, to reaffirm Commissioner Poythress as Policy Board Vice Chairperson. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Gonzalez, Alternate	Yes

Vote passed 6-0

4. 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

5. 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.

5-A. Notice of Funding Opportunities

Action: Information and Discussion Only

5-B. RAISE Grant Solicitation renamed to "BUILD" by U.S. Department of Transportation

Action: Information and Discussion Only

5-C. Performance Measure 1: Safety Target Acceptance

Action: Adopt the statewide targets for all five Safety Performance Measures for 2025

5-D. 2025 San Joaquin Valley Regional Policy Conference

Action: Information and Discussion Only

5-E. MCTC 2025 Federal Transportation Improvement Program (FTIP) Amendment No. 2 – (Type 2 and 3 – Formal)

Action: Ratify

5-F. 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) – March Workshops

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

Transportation Consent Calendar Action on Items 5A-5F

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the Transportation Consent Items 5A-5F. A vote was called, and the motion carried.

Roll call for votes:



Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Gonzalez, Alternate	Yes
Vote passed 6-0	

6. TRANSPORTATION ACTION/DISCUSSION ITEMS

6-A. Michael Navarro Appointed Director of Caltrans District 6

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

6-B. State Legislative Outlook, Draft MCTC State Legislative Platform, and Draft San Joaquin Valley Regional Policy Council Legislative Platform

Action: Information and Discussion Only. Direction May Be Provided.

Chair Rodriguez opened the floor for public comment. No public comment was received.

6-C. Initiate FY 2025-26 Unmet Transit Needs Process

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

6-D. Social Services Transportation Advisory Council (SSTAC) Meetings Update

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

6-E. Transportation Funding Programs Update

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

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

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called, and the motion carried.

Chair Rodriguez opened the floor for public comment. No public comment was received.



Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Gonzalez, Alternate	Yes

Vote passed 6-0

8. 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.

8-A. Executive Minutes – January 22, 2025

Action: Approve January 22, 2025, Meeting Minutes

8-B. Revised Accounting & Financial Policies and Procedures Manual

Action: Approve Revised Accounting & Financial Manual

8-C. Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) FY 2025-26 Estimates

Action: Information and Discussion Only

Chair Rodriguez opened the floor for public comment. No public comment was received.

Administrative Consent Action on Items 8A-8C

Upon motion by Commissioner Gonzalez, seconded by Commissioner Poythress, to approve the Administrative Consent Items 8A-8C. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Gonzalez, Alternate	Yes

Vote passed 6-0



9. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

9-A. FY 2025-26 Draft Overall Work Program & Budget

Action: Authorize circulation of Draft 2025-26 Overall Work Program and Budget for agency review

Chair Rodriguez opened the floor for public comment. No public comment was received.

Administrative Action/Discussion on Item A

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to approve the circulation of the Draft 2025-26 Overall Work Program and Budget for agency review. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Ahmed	Yes
Commissioner Macaulay	Absent
Commissioner Poythress	Yes
Commissioner Rodriguez	Yes
Commissioner Rogers	Yes
Commissioner Zacharia	Yes
Commissioner Gonzalez, Alternate	Yes
Vote passed 6-0	

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

10. 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

11. AUTHORITY – ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

12. MISCELLANEOUS



12-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comment:

- Director Taylor, accompanied by the State Route 99 Coalition staff, traveled to Sacramento to present state legislators with a comprehensive folder of fact sheets detailing various local projects.
- Director Taylor provided fact sheets specifically highlighting Madera projects to the Commissioners.

12-B. Items from Caltrans

Michael Navarro, Caltrans District 06 Director, provided the following comments:

- Caltrans Clean California Chowchilla SR 233 Enhancement Project is working through conflicts with utilities. The project is currently under construction and anticipated to be completed in spring 2025.
- The Caltrans Sustainable Planning Grant application deadline was January 22, 2025. District 06 received 12 applications including one from Madera County Transportation Commission for a Climate Adaptation Planning Grant.
- The State Route 99 Comprehensive Multimodal Corridor Plan is set for completion by June 30, 2025. With the public workshops now concluded, the draft will be available for review in April and presented at the San Joaquin Valley Policy Conference from April 9-11.
- The South Madera Six Lane project, Avenue 7 to Avenue 12 project is currently in design, design should be completed in fall 2025. Caltrans is in the process of addressing right-of-way issues with property owners. Construction is scheduled for March 2026.
- The North Madera Six Plan project, Avenue, Avenue 17-22 project environmental process has begun. The environmental review process is expected to take two years.
- The plans for the Downtown Madera Capital Preventative Maintenance project are currently under review with Union Pacific Railroad. Utility certification is expected in May 2025. The project will be ready to list in June 2025, construction anticipated to begin in December 2025.
- The State Route 99/233 Interchange Improvement project 60% constructability review meeting is targeted for April 2025. Project ready to list for construction in summer 2026.
- Cottonwood Creek Bridge Replacement project northbound offramp will be open to the public February 21, 2025. Construction is anticipated to be completed by May 2025.



- The Madera South Expressway project will be ready to list June 2025 and construction anticipated to begin in December 2025.
- The Madera Ranchos Rehabilitation project between Avenue 15 and State Route 145 project is open to traffic. Project completion is anticipated in April 2025.
- The Chowchilla Capital Preventative Maintenance project includes Class II bike lanes, ADA ramps, bulb-outs, enhanced visibility crosswalks, sidewalks, and flashing beacons. The Project Report was approved September 2024, the PS&E right of way phases are underway, and ready to list November 2026.

12-C. Items from Commissioners

None

13. CLOSED SESSION

NONE

14. ADJOURNMENT

Meeting adjourned at 4:35 pm.

Next meeting scheduled for Wednesday, March 19, 2025

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "PST", is written above the printed name.

Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 9-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

FY 2025-26 Measure T Estimated Allocation

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The FY 2025-26 Measure “T” Estimated Allocation is included in your package. The estimate provides a not to exceed budget allocation for each agency’s Measure “T” program.

The MCTC staff has requested that each jurisdiction prepare its Annual Expenditure Plan (AEP), identifying how each agency anticipates spending the funds in FY 2025-26 per category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program, which will be presented as a draft document at the June Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

FY 2025-26 Measure T Estimated Allocation

Gross Allocation	16,000,000.00
Deductions	0.00
Net Allocation	<u>16,000,000.00</u>

Jurisdiction	Population ¹	Rate
County	78,965	0.4956
Madera	66,560	0.4178
Chowchilla	13,803	0.0866
	<u>159,328</u>	

Measure T Programs	Percent		County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 8,160,000.00				
Regional Streets and Highways Program	26.00%	\$ 4,160,000.00				\$ 4,160,000.00
Regional Rehab	25.00%	\$ 4,000,000.00	\$ 1,982,451.29	\$ 1,671,018.27	\$ 346,530.42	
Safe Routes to School & Jobs	44.00%	\$ 7,040,000.00				
Street Maintenance	13.00%	\$ 2,080,000.00	\$ 1,030,874.67	\$ 868,929.50	\$ 180,195.82	
Suppl. Maint, County Maintenance District	8.75%	\$ 1,400,000.00	\$ 693,857.95	\$ 584,856.39	\$ 121,285.64	
Flexible ²	21.75%	\$ 3,480,000.00	\$ 1,724,732.62	\$ 1,453,785.90	\$ 301,481.47	
ADA Compliance	0.50%	\$ 80,000.00	\$ 39,649.02	\$ 33,420.36	\$ 6,930.60	
Transit Enhancement Program	2.00%	\$ 320,000.00				
Madera County	0.906948%	\$ 145,111.68	\$ 145,111.68			
City of Madera	0.764574%	\$ 122,331.84		\$ 122,331.84		
City of Chowchilla	0.158478%	\$ 25,356.48			\$ 25,356.48	
ADA/Seniors/Paratransit	0.17%	\$ 27,200.00	\$ 13,480.66	\$ 11,362.92	\$ 2,356.40	
Environmental Enhancement Program	2.00%	\$ 320,000.00	\$ 158,596.10	\$ 133,681.46	\$ 27,722.43	
Administration/Planning	1.00%	\$ 160,000.00				\$ 160,000.00
TOTAL			\$ 5,788,753.99	\$ 4,879,386.64	\$ 1,011,859.26	\$ 4,320,000.00

1-The Population figures are based on 05/01/24 DOF figures.

2-All flexible funds are currently frozen and are not available for programming.

March 2025



STAFF REPORT
Board Meeting of March 19, 2025

AGENDA ITEM: 10-A

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Member Appointment

Enclosure: Yes

Action: Appoint Santos Garcia to serve as a Committee member representing Supervisorial District 4

SUMMARY:

The Measure T Citizens' Oversight Committee was established in 2007 to provide public oversight of the half-cent transportation sales tax measure approved by voters in November 2006. The Committee's primary role is to ensure that Measure T funds are managed responsibly and spent as promised to the public.

The Citizens' Oversight Committee consists of one member from each of the five Madera County supervisorial districts and two "at-large" members.

The Citizens' Oversight Committee currently has a vacancy in District 4.

The Citizens' Oversight Selection Committee recommends Santos Garcia to represent Supervisorial District 4.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.



MEASURE T

Madera County Transportation Authority

CITIZENS' OVERSIGHT COMMITTEE APPLICATION

The Madera County Transportation Authority (Authority) maintains a standing Citizen Oversight Committee to provide citizen perspective, participation and involvement in the Authority's \$213 million voter-approved Measure T Investment Plan. The Committee is comprised of seven (7) members: five (5) represent each of the Madera County supervisorial districts in addition to two (2) "at-large" members.

COC members are appointed to serve for a four-year term without compensation. No member may serve for more than eight years. Meetings will be held at the MCTA office at 2001 Howard Road, Suite 201, Madera, CA.

There is currently one vacancy on the committee to fill a 4 year term:

- One member residing within District 4

Please submit completed applications to the following staff:

Measure T Oversight Committee
c/o Sandy Ebersole
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
Email: sandy@maderactc.org

Should applicants have any questions, please call Sandy Ebersole at (559) 675-0721

Additional information can be found on our [website](#).

Which supervisorial district do you live in? 1 ☐ 2 ☐ 3 ☐ 4 ☒ 5 ☐

(If uncertain, please see link below for a map of Districts)

<https://www.maderacounty.com/government/board-of-supervisors/current-supervisorial-district-map>

Name Santos Garcia

Address [REDACTED] Madera 93638
Street City Zip Code

Phone [REDACTED]

E-mail [REDACTED]

How many years have you lived in Madera County? 54 years

Briefly describe your interest in serving on the Measure “T” Citizens’ Oversight Committee.

As the former Mayor of the City of Madera, I wish to continue serving my community. As mayor I asked our community members to vote Yes on Measure T.

List and briefly describe any participation in volunteer, community or professional organizations that are relevant to your candidacy for the Citizens’ Oversight Committee.

As Mayor of the City of Madera, I served as an alternate committee member of the Madera County Transportation Commission (MCTC) from 2021-2024.

Other comments:

I thank you for your consideration of my application to the Citizen's Oversight Committee.

By signing this application form I hereby certify that:

- 1) I am not an elected official at any level of government
- 2) I am not a public employee at any State, County or local city agencies
- 3) I will submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

I declare under penalty of perjury the above information is true and correct.

Applicant's
Signature

Santos Garcia

Date 1/21/2025

APPLICATIONS WILL BE KEPT ON FILE FOR TWO YEARS

Citizens' Oversight Committee

Committee Purpose

To inform the public and ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public.

Administrative Issues

Committee Formation

- The Committee will be formed within six (6) months upon approval of the Measure by the voters of Madera County in November 2006
- The Citizens' Oversight Committee (Committee) shall not be amended out of the Investment Plan
- Meetings will commence when Measure revenues are recommended for expenditure, including Investment Plan updates

Selection and Duties of Committee Chair and Vice Chair

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term
- The duties of the Chair shall be to call meetings, set agendas, and preside over meetings
- The duties of the Vice Chair will be to perform the same duties described above in the absence of the Chair

Committee Meetings

- The Committee will hold one (1) formal meeting annually, with additional meetings scheduled as needed by the Committee
- All Committee meetings must be held in compliance with the Brown Act
- All meetings will be conducted per "Roberts Rules of Order"

Subcommittee Requirements

- Subcommittees: the Committee may elect to form subcommittees to perform specific parts of its purpose
- All subcommittees shall have an odd number of members

Committee Membership and Quorum

Membership

The Committee shall be composed of seven (7) members including:

- Two (2) at-large public members
- Five (5) representatives ; one (1) from each of the Madera County Supervisorial Districts

Quorum

- A Quorum will be no less than four (4) members of the Committee

- An action item of the Committee may be approved by a simple majority of those present, if the number exceeds the quorum requirement of four(4)

Membership Selection

Selection Committee

- Committee members will be selected by the Madera County Transportation Authority

Recruitment Process

- Each year as terms of various members expire or as vacancies occur, annual postings of membership openings will be noticed sixty (60) days in advance of the application process pursuant to Public Utilities Code Section 99238
- Potential members must submit an application to the Selection Committee
- The Selection Committee will screen all applications and approve candidates for membership on the Committee

Term of Membership

- Terms of membership will be for four (4) years. No member may serve more than eight (8) years
- Members will not be compensated for their service on the Committee
- In an effort to maintain Committee member consistency, during the first four (4) years of the Committee, terms will be staggered with three (3) of the members to serve a four-year term, four (4) of the members to serve a two (2) year term
- Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings for over a 12 month period shall be replaced with a new member selected by the Selection Committee
- If a member position on the Committee becomes vacant, the Selection Committee will fill the vacant position within 90 days of the date when the position became vacant
- Proxy voting will not be permitted

Eligibility

- Not an elected official at any level of government
- Not a public employee of any State, County or local city agencies
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Committee (FPPC) rules and regulations and filed with the Authority

Staffing

- Authority will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee
- Authority services and any necessary outside services will be paid using the Madera County Transportation Authority's Measure Administrative Program revenues
- Expert staff will be requested to provide information and make presentations to the Committee, as needed
- The cities and County of Madera shall each provide to the Citizens' Oversight Committee, a

specific report on the local jurisdiction's budget for Measure funds and financial report on those funds

- The precise format of the report may be based on report formats for other jurisdictional monitoring, but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Madera

Responsibilities

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- Review, receive, inspect and recommend action on independent financial and performance audits related to the Measure
- Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies. Such reports, studies and plans must be directly related to Measure programs, revenues or expenditures
- Review and comment upon Measure expenditures to ensure that they are consistent with the Investment Plan
- Annually review how sales tax receipts are being spent and publicize the results
- Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report