

FINAL – JANUARY 20, 2010

MADERA COUNTY 2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



2010

**Madera County
Regional Transportation Improvement Program
(RTIP)**

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Executive Summary

The 2010 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how \$19.5 million in regional discretionary transportation dollars should be programmed from Fiscal Year (FY) 2011-2015. The deadline for the 2010 STIP is scheduled for February 12, 2010. At this time, it is assumed that the California Transportation Commission (CTC) will adopt the 2010 STIP in May of 2010 with significant modification based projected State Budget deficits. For purposes of this 2010 RTIP, the 2010 STIP Guidelines and Fund Estimate of October 14, 2009 are the basis of current funding assumptions.

The RTIP is updated every two years and submitted to the California Transportation Commission (CTC). This RTIP covers a five-year period from July 1, 2010 through June 30, 2015 (State fiscal years 2010/11 – 2014/15).

San Joaquin Valley 2010 STIP Programming Coordination

The programming in the 2010 Regional Transportation Program (RTIP) has been developed in partnership between the eight San Joaquin Valley Councils of Governments (COGs) and Caltrans Districts 6 and 10. The coordinated 2010 STIP programming collectively balances capacity and project delivery needs for the eight individual COGs and the two Caltrans Districts. The programming is consistent with the CTC adopted Fund Estimate (FE), the CTC adopted 2009-10 Allocation Plan, and it exceeds the CTC 2010 STIP Guidelines redistribution targets for both RIP and IIP flexible funding shares (both the 30% of FY 09/10 to 12/13 and the 39% of FY 10/11 to 12/13 targets). The coordinated San Joaquin Valley STIP programming is presented in Appendix B.

The San Joaquin Valley COGs and Caltrans have collectively prioritized projects based upon project deliverability and prior CTC identified project priorities. The intent of the San Joaquin Valley COGs and the associated Caltrans Districts is to present a comprehensive and collective annual programming recommendation for the San Joaquin Valley projects; rather than having CTC staff make these decisions based upon individual COG project priorities while trying to balance the state's limited resources. The coordinated 2010 STIP programming also supports maintaining the open to traffic dates of regionally significant projects that will need to be modeled in the 2011 Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) of each San Joaquin Valley COG months before final CTC action on the 2010 STIP.

Background

Overview of STIP Process

The State Transportation Improvement Program (STIP) is a biennial document adopted by the California Transportation Commission (CTC) no later than April 1 of each even numbered year. The STIP Fund Estimate (FE) is an estimate of all resources available at the state level for the State's transportation infrastructure over a specific period of time. The FE provides an estimate, in annual increments, for all Federal and State funds reasonably expected to be available for programming in the subsequent STIP. Each STIP will cover a five-year period and add two new years of programming capacity. Each STIP will include projects carried forward from previous STIP plus new projects and reserves from among

those proposed by regional transportation planning agencies in their Regional Transportation Improvement Program (RTIP) and by Caltrans in its Interregional Transportation Improvement Program (ITIP).

The STIP consists of two broad programs, the Regional Improvement Program (RIP) funded from 75% of new STIP funding and the Interregional Improvement Program (IIP) funded from 25% of the new STIP funding. The 75% RIP funds are further divided by formula into county shares, which are also referred to as “Regional Shares” or “RIP” funds. Regional shares are available solely for projects nominated by regions in their RTIPs. The 25% IIP funds are commonly referred to “Interregional Shares” or “IIP” funds. Caltrans nominates only projects for the Interregional Share funding in its ITIP. Under strict circumstances, an RTIP may also recommend a project for funding from the interregional share. Appendix A identifies the current 2008 STIP Fund Estimate – County and Interregional shares for FY 2010/11 – 2014/15.

Overview of RTIP Process

Regional Transportation Planning Agencies (RTPAs) use the STIP fund estimate to create a programming document identifying specific transportation projects that need to be constructed. RTPAs are required to submit their adopted biennial Regional Transportation Improvement Programs to the California Transportation Commission (CTC) and Caltrans no later than December 15 of odd numbered years. Statutes allow the CTC to delay a Fund Estimate (FE) if there is legislation before the Legislature or Congress that may have a significant effect on the FE. The RTIP includes and separately identifies programming proposals from its Regional share for the five-year STIP period. These proposals may include new projects, changes to prior STIP projects, and program reserves and advances.

The State Transportation Improvement Program (STIP) provides for a significant number of transportation projects around the State. As the RTPA for Madera County, MCTC is responsible for developing regional projects in Madera County for the STIP.

The RTIP is the region’s proposal to the State for STIP funding. The 2010 RTIP is due to the California Transportation Commission (CTC) by February 12, 2010. The 2008 STIP will include programming for five fiscal years from 2010-11 through 2014-15. The 2010 STIP does contain a level of new programming capacity therefore it is anticipated that no new projects will be added to the program. In fact, the CTC has indicated that statewide 30% of the current program must be delayed to the final two years of the 2010 STIP Program.

Caltrans and the Regional Transportation Planning Agencies are required to consult with each other in the development of the RTIP and ITIP. Under strict circumstances, an RTIP may also recommend a project for funding from Interregional Share. If Caltrans and a regional agency agree, they may recommend that a new project or a project cost increase be jointly funded from Regional and Interregional shares. In that case, the region will nominate the project in its RTIP and Caltrans will nominate the project in its ITIP.

A region with a population of less than one million may, in its RTIP, ask the Commission to advance an amount beyond its Regional Share for a larger project. The amount of the requested advance, or “RIP Advance” may not exceed 200% of the Regional Share identified in the STIP Fund Estimate. If the CTC approves a region’s request for a “RIP Advance” to program a larger project, the RIP Advance will be deducted from the Regional Share for the following STIP period. Any region may in its RTIP ask to leave all or part of its Regional Share unprogrammed, thus reserving that amount to build up a larger share for a higher cost project or otherwise to program projects in the county at a later time. The CTC may use funds freed up by these reserves to advance Regional Shares in other counties.

The CTC will include all RTIP projects nominated by the County Share unless the Commission finds that (a) the RTIP is not consistent with the STIP guidelines; (b) there are insufficient funds to implement the RTIP; (c) there are conflicts with other RTIPs or ITIP; (d) a project is not in an approved Congestion Management Program or is not included in a separate listing in the approved RTIP; or (e) that the RTIP is not a cost-effective expenditure of State funds.

If the CTC proposes to reject an RTIP, it will provide notice to the regional agency no later than 60 days after the date it receives the RTIP. Whenever the Commission rejects an RTIP, the regional agency may submit a new RTIP. Unless the new RTIP is rejected in the same manner, it will be incorporated into the STIP as a STIP amendment.

MCTC's Role in the RTIP Process

As the Regional Transportation Planning Agency, MCTC is responsible for developing the Madera County Transportation Improvement Program. The RTIP serves two functions:

1. proposes projects and funding reserves for programming in the STIP
2. conveys the transportation needs of Madera County

The RTIP is one part of the planning, programming and monitoring process that occurs in cooperation with local, state and federal agencies to achieve the ultimate goal of implementing or constructing transportation projects that reflect a well-based and long-term plan.

The cycle begins with the preparation of the Regional Transportation Plan (RTP). The RTP is the long-term twenty-year plan for Madera County transportation. Based on the findings of the RTP, MCTC prepares the RTIP, which proposes transportation projects to the California Transportation Commission (CTC) and covers a period of five years. Simultaneously, Caltrans prepares the ITIP (Interregional Transportation Improvement Program), which nominates highway, rail and other projects that are important to the state. The CTC combines all the regional RTIPs and the ITIP, creating a single programming document, the State Transportation Improvement Program (STIP). Funds are allocated only to projects that are included in the STIP. After the STIP is adopted, MCTC will prepare the three-year Federal Transportation Improvement Plan (FTIP), which contains only funded projects.

In the RTIP, Madera County nominates projects under the Regional Improvement Program (RIP). In the ITIP, Caltrans nominates highway construction projects under the Interregional Improvement Program (IIP). In the past, projects from the regional and interregional programs in a county competed for the same pool of funding, then known as the county minimum. Now this pool is called the county share, and it is allocated only to the region. The interregional program is now separate, with funds allocated on a statewide basis, and no requirement that any minimum amount be spent in each county.

RTIP Requirements

State law requires the RTIP to be prepared, adopted and submitted to the CTC and the Department of Transportation by December 15 of each odd-numbered year. State law also permits the CTC, in consultation with Caltrans and regional agencies, to amend the STIP FE to account for unexpected revenues. The CTC adopted the 2010 STIP Fund Estimate and Guidelines in October 2009. The deadline for submitting the RTIP to CTC is February 12, 2010. The RTIP must be prepared in consultation with the Department of Transportation and the air quality management district. The RTIP must be consistent with fund estimates provided by the CTC for projects to be funded in whole or in part by the State Highway and Aeronautics accounts. Finally, the RTIP must be consistent with the Regional Transportation Plan.

STIP Guidelines

The 2010 RTIP reflects policy and procedural changes as outlined in the 2010 STIP Fund Estimate (October 2009) and 2010 STIP Guidelines adopted October 2009 by the CTC. The 2010 STIP Guidelines address the particular circumstances of the 2010 fund estimate and include the following changes:

- **Schedule.** As authorized by Government Code Section 14525(d), the Commission postponed the adoption of the 2010 STIP fund estimate because legislation then pending before the Legislature would have a significant impact on revenue estimates.

The following schedule lists the major milestones for the development and adoption of the 2010 STIP:

Caltrans presents draft fund estimate	August 12, 2009
Workshop: Draft Fund Estimate & Draft STIP Guidelines	September 9, 2009
CTC adopts fund estimate	October 14, 2009
Caltrans identifies State highway needs	November 13, 2009
Regions submit RTIPs	February 12, 2010
Caltrans submits ITIP	February 12, 2010
CTC STIP hearing,	North March 22, 2010
CTC STIP hearing,	South March 23, 2010
CTC publishes staff recommendations	April 29, 2010
CTC adopts STIP	May 19, 2010

- **Statewide fund estimate. Development of the 2010 STIP will consist primarily of rescheduling projects carried forward from the 2008 STIP.** The statewide capacity for the 2010 STIP fund estimate identifies net new capacity available only in the two years added to the STIP, 2013-14 and 2014-15, with primarily decreases in capacity in earlier years. The estimate incorporates the 2009-10 Budget Act and other 2009 legislation enacted prior to the fund estimate adoption. Programming in the 2010 STIP will be constrained by fiscal year, with most new programming limited to Transportation Enhancement (TE) projects in the two years added to the STIP, 2013-14 and 2014-15.

- **County shares and targets.** Unlike recent Fund Estimates, the 2010 STIP Fund Estimate only contains STIP targets for the new statewide Transportation Enhancement (TE) capacity (\$195 million through 2014-15). The 2010 STIP Fund Estimate indicates that there is no new programming capacity in either the Public Transportation Account (PTA) or in the flexible fund sources (made up of the Transportation Investment Fund and the Transportation Facilities Account). There is a small amount of negative program capacity in both the PTA (-\$1 million) and the flexible funds (-\$81 million). These amounts make up less than 2 % of the total six-year program capacity for those funds; therefore, programming targets for the PTA and for the flexible funds are not needed for the 2010 STIP cycle.

It is important to note that the flexible funds are significantly over-programmed (or more accurately under-funded) in the early portion of the 2010 STIP period. This means that **many of the projects currently programmed in the STIP will need to be delayed (reprogrammed into a later year) in the 2010 STIP. Approximately 30% of the projects programmed from flexible funds from 2009-10 through 2012-13 (or**

almost 39% of the projects programmed from 2010-11 through 2012-13) will need to be delayed (reprogrammed) to 2013-14 and 2014-15.

All currently programmed PTA-eligible projects can remain programmed within the 2008 STIP period (through 2012-13). However, if some of the transit projects are allocated with flexible funds in 2009-10, then some PTA capacity will be available in 2010-11 but an equal amount will need to be delayed (reprogrammed) from flexible funds.

- **Transportation Enhancement (TE) targets.** The fund estimate tables include targets for TE programming from each county and the interregional share. Most new TE capacity is in the two new years of the Fund Estimate: 2013-14 and 2014-15. Therefore, **nearly all new TE programming added in the 2010 STIP will be in 2013-14 and 2014-15.** The TE targets are calculated as share formula proportions of the estimated statewide TE apportionments available for new programming. They are provided for guidance only. As specified in section 22 of the STIP guidelines, an RTIP may propose, and the Commission may program, either more or less than the TE target in a county for TE projects. An RTIP or ITIP may propose to program any amount in any fiscal year for TE, including changes in the programming of currently programmed projects or reserves. The Commission will change the proposed programming years for TE projects in the adopted STIP if, and only if, statewide TE proposals exceed statewide TE apportionments. Where that occurs, the Commission will give priority to projects carried forward from the prior STIP and may give priority to identified projects over TE reserves.
- **Reprogramming of current year projects.** In a departure from the general rule in the STIP Guidelines, non-TE projects programmed in 2009-10, including projects from prior years that have allocation extensions, may be reprogrammed to a later fiscal year if they are on the list of delivered projects or if they have been granted, prior to adoption of the fund estimate, an extension of the allocation period that expires after the adoption of the 2010 STIP.
- **Allocation Extensions for Lack of Funding.** In a departure from the general rule in the STIP Guidelines, the Commission may approve allocation extensions for non-TE projects on the basis of the lack of funding. In the case of Caltrans projects, the Commission will grant extensions of the allocation period for construction if it finds that the delay in delivery is due to a lack of available funding for project development or right-of-way. In the case of local agency projects, the Commission will grant extensions of the allocation period if it finds that the delay in delivery is due to a lack of available State funding (including a lack of OA for RSTP/CMAQ) for prior components of the project. A project component already granted an allocation extension may not be granted a second extension.
- **GARVEE bond debt service.** All GARVEE bond debt service was treated as prior programming and deducted from county and interregional shares in the 2008 STIP. Caltrans and regional agencies need not identify these amounts in the ITIP or the RTIPs.
- **Advance Project Development Element (APDE).** There is no APDE identified for the 2010 STIP.

- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2010 STIP. There is no federal funding available to the STIP for GARVEE bonding, and the Commission will consider any AB 3090 proposals as amendments to the STIP after the initial adoption.

- **Limitations on planning, programming, and monitoring (PPM).** The fund estimate includes a table of PPM limitations that identifies the 5% limit for county and interregional shares for 2012-13 through 2014-15 (the first three years of the 2012-13 through 2015-16 share period) based upon the 2008 Fund Estimate and the draft 2010 Fund Estimate. The PPM limitation shown is for the period 2012-13 through 2014-15. The PPM Limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.

- **Commission expectations and priorities.** For the 2010 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2008 STIP, as amended. Because of the loss of revenues anticipated in the 2010 STIP fund estimate, many reprogrammed projects will need to be delayed to later years. As indicated in the statewide fund estimate tables nearly all currently programmed PTA-eligible projects can remain programmed within the 2008 STIP period (through 2012-13). However, **approximately 30% of the projects programmed from flexible funds from 2009-10 through 2012-13 (or almost 39% of the projects programmed from 2010-11 through 2012-13) will need to be delayed (reprogrammed) to 2013-14 and 2014-15.** Any cost increases or other new programming in early years will require more reprogramming to later years.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement needs as described in section 20 of the guidelines. As specified in section 20, the Department may nominate or recommend State highway improvement projects for inclusion in RTIPs and identify any additional State highway improvement needs within each region that could be programmed by 2017-18 (three years beyond the end of the STIP period) using revenue assumptions similar to those adopted for the 2010 STIP fund estimate. The Department should provide these recommendations and identification of needs to regional agencies and to the Commission at least 90 days prior to the due date for the RTIPs (i.e., November 13, 2009).

- **Performance Measures.** The inclusion of specific performance measures in the 2010 STIP cycle is to provide regional agencies and Caltrans the opportunity to demonstrate how the goals and objectives contained in each Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in each RTIP and the ITIP. With this in mind, each agency and Caltrans shall provide a quantitative and/or qualitative evaluation of its RTIP or the ITIP, commenting on each of the performance indicators and performance measures outlined in Table A. Attachment 1 has been developed to assist agencies with this task. Attachment 1 will be considered the evaluation report for the 2010 STIP cycle and will fulfill the requirement outlined in Section 19 of the STIP Guidelines.

The overarching goal for using performance measures in the 2010 STIP cycle is to continue a systematic and reliable process that all agencies can use to guide

transportation investment decisions and to demonstrate the benefits of proposed transportation system investments. The information gathered in this STIP cycle will not only provide information on how performance measures are currently applied and reported across the state, but will also provide insight into improving performance measures, data collection and performance reporting procedures and integrating the results to enhance decision making. The information collected in Attachment 1 may also guide future revisions to the STIP, Regional Transportation Plan (RTP) and Project Study Report (PSR) guidelines with the objective of strengthening the continuity and consistency from goal and objective setting to project selection and performance reporting.

SB 375. Senate Bill 375 (Chapter 728, Statutes of 2008) requires the California Air Resources Board (ARB) to set targets for the purpose of reducing greenhouse gas emissions from passenger vehicles, for 2020 and 2035. The targets apply to the regions in the State covered by the 18 metropolitan planning organizations (MPOs). SB 375 requires that MPOs, as a part of an RTP, to develop strategies to achieve the greenhouse gas emission reduction targets. ARB must propose draft targets by June 10, 2010, and adopt final targets by September 30, 2010. As the adoption of the greenhouse gas emission reduction targets will occur after the adoption of the 2010 STIP, the 2010 STIP does not address greenhouse gas emission reduction targets.

Relationship to the State Implementation Plan for Air Quality

Madera County is part of the San Joaquin Valley Air Basin (SJVAB) District. The SJVAB, as designated by the Air Resources Board (ARB), is comprised of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern.

The SJVAB is under the regulatory authority of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The District was officially formed in March 1991, under a Joint Powers Agreement (JPA) between the eight counties. Under the JPA, the District assumed all control for air quality planning and regulatory powers that were once controlled by the individual air pollution control districts. The formation of the District was deemed necessary to confront the worsening air quality problems facing the San Joaquin Valley.

The District adopted the Ozone State Implementation Plan (SIP) for the Valley in November 1994 and appropriate Transportation Control Measures and funding have been identified in the RTP and FTIP.

Madera County is both a recipient and a generator of air pollution in the SJVAB. Projects proposed in the 2008 RTIP would improve the air quality in Madera County by eliminating traffic congestion by improving traffic flow. Therefore, efforts promoted in this RTIP will aid in reducing congestion and help to prevent further degradation of Madera County's air quality. This conclusion is supported by a quantitative air quality analysis prepared by MCTC for the 2007 RTP.

Relationship to the Regional Transportation Plan

The RTIP documents the transition from the long-range planning phase, as defined by the Regional Transportation Plan, to the implementation phase of the transportation planning process. When plans and policies are adopted which call for active construction or initiation of service, the RTIP describes, schedules and allocates financial resources to these projects.

Projects included in the RTIP are included in the Federally Approved SAFETEA-LU Compliant Madera County 2007 Regional Transportation Plan.

STIP Fund Estimate

The 2010 RTIP is consistent with the 2010 State Transportation Improvement Program Fund Estimate, adopted by the California Transportation Commission on October 2009. Madera County's total programming target is \$0. Appendix A contains a page from that document – a table displaying the adopted county share as well as the share for all counties in the state and the interregional share.

The 2010 STIP Fund Estimate (FE) projects that there will be over \$1 billion available in the STIP program over the FE period in highway capacity.

Proposed 2010 RTIP Programming

2010 RTIP – PROPOSED PROGRAM

2010 RTIP (RIP) Funded Projects	prior	10/11	11/12	12/13	13/14	14/15	total
Total County Share, June 30, 2009 (includes TE)	\$ 29,248,000						
2010 STIP TE Target	\$ 651,000						
	\$ 29,899,000						
Proposed 2010 STIP Program							
MCTC PPM	\$ 350,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 1,035,000
Madera Region Priorities							
SR 99/145 Interchange (CON)	\$ 6,100,000						\$ 6,100,000
SR 99/145 Interchange (CON) (AB608)	\$ (2,021,000)						\$ (2,021,000)
Ellis Ave SR 99 Overcrossing (CON) (Delete)							
Ave 12, SR 99 IC Recon (SR 99 Bond) (PS&E)(E&P)(RW)	\$ 8,023,000						\$ 8,023,000
SR 99 Fourth Street Interchange Improvements (CON) (Reprogram)		\$ 6,100,000					\$ 6,100,000
Gateway & UPRR (Undercrossing)(TE)	\$ 186,000						\$ 186,000
Schnoor (Undercrossing)(TE)	\$ 139,000						\$ 139,000
Balance	\$ 12,777,000	\$ 6,237,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 19,562,000
Total County Share (includes TE)	\$ 29,899,000						
Total Now Programmed	\$ 19,562,000						
Unprogrammed Share Balance	\$ 10,337,000						

2010 RTIP Priorities and New Project Need Statements

1. SR 99, AVENUE 12 INTERCHANGE IMPROVEMENTS

SR 99 Bond Project \$48.4 million. The existing configuration for the interchange consists of hook on and off-ramps in the northwest quadrant and a diamond type ramp configuration for the northeast and southeast quadrants. Portions of the existing interchange do not meet current design standards and have less than desirable Geometrics. Intersection spacing, sight distance, and nonstandard ramp Geometrics are the primary concerns with the existing interchange configuration. The existing Avenue 12 interchange at the southbound ramps and the northbound

ramps are currently operating at LOS D or worse, and signals are warranted at these intersections. The Route 99 and Avenue 12 interchange requires upgrading to Caltrans standards to improve safety and adequately handle the current traffic demands on the interchange. The accident history for the highway segment at the interchange indicates actual accident rates are higher than the expected accident rates for similar highway segments. Construction of the project would reduce traffic congestion on local streets, improve traffic flow, reduce travel time, and increase safety for motorists.

2. Fourth Street Interchange Improvements

Project will increase capacity of this City Arterial Street and reduce congestion at the SR 99/4th Street Interchange. Existing 2-lane street has a LOS of F with a current ADT of 12,000. Project will also relieve traffic congestion and delay at nearby street intersections and at on and off ramps to SR 99. Project will increase capacity and traffic flow on 4th Street and SR 99 Overcrossing, reduce the que in the left turn lanes and improve safety.

2010 RTIP Performance Measures

The overall goal of the 2007 Regional Transportation Plan (RTP) Update promotes the development of a coordinated multimodal transportation system that is integrated with our land resource management strategies and air quality goals. This vision has not changed between the 2001 version of the plan and the 2004 update. The vision of where we want to be through Fiscal Year 2030 will help public and private decision-makers make informed choices on transportation and land use matters.

This Policy Element directly reflects the legislative, planning, financial and institutional history that has shaped the region's transportation system. The Policy Element is intended to frame and drive actions that will affect the direction and nature of transportation, and its impact on Madera County. This can be accomplished by either reinforcing positive opportunities and trends already in place, or stimulating change in a new direction to achieve certain outcomes.

The transportation strategy focuses on maintaining and improving the existing system and establishing a balanced set of transportation improvements. The challenge is to develop a transportation system that provides efficient choices, improves access to opportunities and preserves the existing infrastructure. It should also support regional and local land resource management strategies and contribute to the region's attainment of national air quality standards. The plan must balance the needs of the urban and rural areas, enhance the region's competitiveness, and minimize negative social and environmental impacts.

It is important that municipalities, counties and the State participate together with the private sector and the general public, in the development of our regional goal so that a desirable quality of life is reflected in the RTP. These same public officials will be developing policies and taking actions at the local level to support the regional goals and objectives.

2004 RTP Project Prioritization Study

In 2003, the MCTC Policy Board directed staff to initiate a RTP capacity increasing project prioritization study. VRPA Technologies, Inc was retained to develop a technical prioritization methodology utilizing objective criteria and analysis that results in an open, fair, and consistent RTP project prioritization

policy. The project team consisted of the consultant, the MCTC TAC, and MCTC Staff. The project team met several times from November 2003 through May 2004 to consult on the methodology and project scoring criteria. A series of five public workshops were held in the Spring of 2004 to solicit input on local community priorities. In addition presentations were made to the individual local agency city councils and board to obtain recommendations from those bodies to the MCTC Policy Board. The purposes of the prioritization study are as follows:

- Identify the most critical capacity increasing street and highway projects in the region.
- Maximize the efficiency of the transportation funding resources available to Madera County.
- Enable MCTC to immediately address, capture, and leverage other potential State and Federal funding for regional projects.
- Establish a consistent and fair regional project prioritization process with local agency assistance.

Methodology

The project team developed a defensible prioritization process based primarily on the Madera County 2030 Traffic Model and upon evaluation criteria that focused on a benefit/cost ratio determined for each project. It is important to note that State Route 99 was not included in the study as Caltrans has identified the corridor as a “High Emphasis Focus Route” and is committed to providing a 6-lane mainline through Madera County by 2030 through the Interregional Transportation Improvement Program (ITIP). Also, several projects that are currently programmed in the STIP and Measure “A” programs were not included as they are considered funded priorities. The financial constraints of the study are the Madera County regional shares of the State Transportation Improvement Program (STIP) and local developer mitigation and road impact fees.

The 2030 housing and employment assumptions used in the traffic model are consistent with the general plans of Madera County and were developed in consultation with the local planning departments. The 2030 land use assumptions were run against the existing year 2004 transportation network to determine the LOS E and LOS F deficient street and highways. Exhibit 4-1 displays the deficient roadways forecasted for 2030 by the Madera County Traffic Model. Consistent with the forecasted deficiencies a list of 87 capacity increasing improvement projects totaling \$697.4 million was developed. Developer Mitigation and County Road Impact Fees associated with the projects were identified totaling \$137.4 million leaving a total balance of \$560 million need to complete the projects by 2030. However, MCTC financial forecasts show only \$93.5 million dollars available for capacity increasing projects by 2030 through Madera County regional shares of the STIP. The improvement projects were evaluated (scored) based upon the following criteria:

- Benefit/Cost
- Ability to improve deficient level of service
- Existing level of service conditions
- Extent of environmental sensitivity/effect on project delivery
- Extent that the street or highway volume exceeds the capacity of the facility

The local agencies were allowed to nominate projects to improve system deficiencies that are not detectable by the traffic model such as geometric deficiencies in the network. Each local agency was also asked to prioritize the projects in their respective jurisdictions. A regional prioritized list of projects was then developed considering:

- Evaluation point score
- Agency Staff priority
- Project connectivity/consistency

Prioritization Study Recommendations and Conclusion

Local Agency Staff requested that a portion of regional STIP dollars be utilized for local street and road rehabilitation projects and submitted a list of projects totaling \$36.9 million dollars for consideration by the MCTC Policy Board. Rehabilitation projects are eligible for STIP dollars under the current STIP Guidelines.

MCTC Staff's recommended that 100% of the regional share of STIP monies be used exclusively for capacity increasing projects, specifically the projects identified in the Regional Project Prioritization Study. There are several other funding sources available for rehabilitation projects including: RSTP; LTF; and Prop. 42. Rehabilitation projects rank low on the California Transportation Commission's (CTC) priorities and are not competitive statewide.

The MCTC Policy Board was asked to consider three options for adoption of a prioritization policy for the 2004 RTP. The prioritization policy options were as follows:

- Option A: Regional Prioritized Projects - 100% Capacity Increasing Projects
- Option B: Regional Prioritized Projects - 60% Capacity Increasing Projects / 40% Rehabilitation Projects
- Option C: Agency Prioritized Projects - 60% Capacity Increasing Projects / 40% Rehabilitation Projects

In May 2004, the MCTC Policy Board chose Option B thereby identifying the Regional Project Priorities for Madera County. The Policy Board also demonstrated a commitment to funding rehabilitation projects through the STIP. Table 4-1 shows the final Regional Priority Projects including the amount of STIP funds committed to the project and the anticipated construction year. The implementation of the RTP Project Prioritization Study will allow MCTC to capture potential funding sources as they materialize through the political process in a more effective manner. Regional planning, programming, and monitoring of projects will be enhanced a prioritization methodology that identifies the most important transportation improvement projects needed and allocates resources based upon the most cost effective solutions.

2007 RTP POLICY – MEASURE T INVESTMENT PLAN

The Measure T Investment Plan was approved by 73% of voters in November 2006. Measure T is projected to generate approximately \$213 million in transportation revenues over the 20 year life of the measure. The Regional Transportation Program allocates 26% of revenues to Tier 1 list of capacity

increasing projects. This project list was developed from the 2004 RTP Project Prioritization Study. Tier 1 identifies priority projects totaling \$283 million of which \$161.8 million from STIP/Measure T revenues and \$121.3 million from Impact fees and/or other local funds. The Measure T Investment Plan allocates 100% of the Madera Regions STIP funding at a 2 to 1 ratio with Measure T funding toward the Tier 1 Regional Program. The Investment Plan also requires at least a minimum 20% developer impact fee contribution to the Tier projects and program. Table 4-1 indicates the projects included in the Regional Streets and Highways program in the Measure T Investment Plan. Projects are listed in general priority order, however projects will advance based upon project delivery readiness; leveraging of State and Federal funds; and upon the availability of impact fees/other local funds.

TABLE 4-1

20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX							
1. Regional Streets and Highways Program							
Candidate Capacity Increasing Projects and Recommended Priorities							
Approved by the Steering Committee on March 16, 2006 and approved by local agencies in June 2006							
Map #	Route	Limits	Description	Cost ¹	Other Funds (at least 20%) ²	Measure + STIP/TE (Cost Minus Other Funds) ³	Balance of Measure & STIP/TE ⁴
TIER 1 PROJECTS ⁵							
1A	SR 41	Between SR 145 and Road 200	Construct passing lanes	\$30,560,000	\$6,112,000	\$24,448,000	\$139,906,000
1B	SR 145 ⁷	At SR 99	Reconstruct/widen interchange	\$6,800,000	\$6,800,000	\$0	\$139,906,000
1C	4th Street	At SR 99	Reconstruct/widen interchange	\$11,000,000	\$2,200,000	\$8,800,000	\$131,106,000
1D	Ave 12 ^{6,9}	At SR 99	Reconstruct/widen interchange	\$39,292,000	\$19,646,000	\$19,646,000	\$111,460,000
1E	SR 41 ⁹	Ave 10 to Ave 12 w/interchange at Ave 12	Extend freeway/build interchange	\$46,400,000	\$23,200,000	\$23,200,000	\$88,260,000
1F	SR 233 ^{9,10}	At SR 99	Reconstruct/widen interchange	\$35,000,000	\$25,000,000	\$10,000,000	\$78,260,000
1G	Ellis/Avenue 16	Granada to Road 26 & new SR99 Overcrossing	Reconstruct street & Construct overcrossing	\$25,447,665	\$12,723,833	\$12,723,833	\$65,536,168
1H	Gateway Ave	Cleveland to Yosemite	Reconstruct/widen from 2 to 4 lanes	\$3,200,000	\$640,000	\$2,560,000	\$62,976,168
1I	Gateway (SR 145)	Yosemite to SR 99	Reconstruct/widen from 2 to 4 lanes	\$2,800,000	\$560,000	\$2,240,000	\$60,736,168
1J	Cleveland	Schnoor to SR 99	Reconstruct/widen from 4 to 6 lanes	\$3,400,000	\$680,000	\$2,720,000	\$58,016,168
1K	SR 41	Road 420 to SR 49 (South of Oakhurst)	Widen from 2 to 4 lanes	\$22,900,000	\$4,580,000	\$18,320,000	\$39,696,168
1L	Ave. 12 ¹⁰	Road 38 to SR 41	2 to 4 lanes	\$21,239,169	\$10,619,585	\$10,619,585	\$29,076,583
1M	Rd 29	Olive to Ave 13	2 to 4 lanes	\$4,857,311	\$1,943,000	\$2,914,311	\$26,162,272
1N	4th	SR 99 to Lake	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,800,000	\$360,000	\$1,440,000	\$24,722,272
1O	Ave 12	SR 99 to Road 32	2 to 4 lanes	\$12,200,000	\$2,440,000	\$9,760,000	\$14,962,272
1P	Rd 29 ¹¹	Ave 12 to Ave 13	2 to 4 lanes and realignment	\$9,567,994	\$3,828,057	\$5,739,937	\$9,222,335
1Q	Gateway	At SR 99	Reconstruct/widen interchange	\$6,650,000	\$0	\$6,650,000	\$2,572,335
				\$283,114,139	\$121,332,474	\$161,781,665	
TIER 2 PROJECTS (if funding available) ⁶							
2A	Cleveland	Tozer to Lake	Restripe to 4 lanes	\$280,000	\$280,000	\$0	\$0
2B	Children's Blvd	SR 41 NB Ramps to Peck Blvd.	6 to 8 lanes	\$3,800,795	\$3,800,795	\$0	\$0
2C	Ave 12	SR 41 to North Rio Mesa Blvd	2 to 6 lanes	\$2,451,208	\$2,451,208	\$0	\$0
2D	Airport	Ave 17 to Yeager	Restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2E	Children's Blvd	Road 40 1/2 to Peck Blvd.	2 1/4 to 6 lanes	\$2,280,000	\$2,280,000	\$0	\$0
2F	Cleveland	Lake to Rd. 26 (Country Club Dr.)	Restripe to 4 lanes	\$30,000	\$30,000	\$0	\$0
2G	Schnoor	Trevor to Sunset	Pavement rehab & restripe to 4 lanes	\$830,000	\$830,000	\$0	\$0
2H	Yeager	Airport to Falcon	Pavement rehab & restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2I	Ave 10	Road 40 1/2 to SR 41	2 to 4 lanes	\$4,336,462	\$4,336,462	\$0	\$0
2J	Peck	At Children's Blvd	2 to 6 lanes	\$2,933,441	\$2,933,441	\$0	\$0
2K	Rd 30 1/2	Ave 12 to Ave 13	2 to 4 lanes	\$4,830,687	\$4,830,687	\$0	\$0
2L	Sunset/4th	RR Xing/K to SR 99	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,600,000	\$320,000	\$1,280,000	\$0
2M	Lake	4th to Cleveland	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2N	Sunrise	B Street to Road 28	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2O	SR 41	NB On Ramp/SR 41 @ Children's Blvd	1 to 2 lanes	\$20,200,000	\$20,200,000	\$0	\$0
2P	SR 41	Madera County Ln to Ave 10	4 to 6 lanes	\$4,700,000	\$4,700,000	\$0	\$0
2Q	Cleveland	Rd 26 to SR 99	Reconstruct/widen from 4 to 6 lanes w/RR Xing	\$8,300,000	\$1,660,000	\$6,640,000	\$0
2R	Fig tree Overpass	Over SR 99	Overpass	\$10,800,000	\$10,800,000	\$0	\$0
2S	Ave 26	SR 99 to Coronado	Widen to 4 lanes	\$5,400,000	\$5,400,000	\$0	\$0
				\$76,512,693	\$66,032,593	\$10,480,000	
				\$359,626,732	\$187,365,067	\$172,261,665	

- *1 Costs derived from County Road Impact Fee Program Update estimates, City of Madera or Chowchilla estimates, or from Caltrans estimates increased by 5% per year for 17 years.
- *2 Other funds identified for the project (local or developer funds). Assumes a minimum of 20% developer funding. SR 99 at Ave 12 Interchange, SR 99 at SR 233 Interchange, SR 41 @ Avenue 12, and Ellis Street Overcrossing projects assume major funding from development or other funds with between \$10 and \$15 Million from Measure/STIP/TE as indicated in Tier 1. The City of Chowchilla identified the amount requested from Measure/STIP/TE funding.
- *3 Remaining project costs to be addressed using Measure/STIP/TE funding.
- *4 Measure portion of funding availability (of the \$164.4 Million) is \$55.4 Million from Table 1 - Measure Regional Streets & Highways Program for Tier 1 projects. STIP/TE portion of available funding is assumed to be 100% of total STIP/TE to be available to Madera County and was calculated using the following formula: Total STIP/TE for 20 years beginning July 1, 2007 through June 30, 2027 is estimated by MCTC to be \$102.12 Million.
- *5 Tier 1 projects will be delivered during the life of the Measure based upon current MCTC staff assumptions. The projects will require at least 20% of the total cost from Traffic Impact Fee Programs and other funding. The minimum 20% from Traffic Impact Fees would apply to the total cost of all projects within a jurisdiction, not to individual projects. Tier 2 projects will be moved into Tier 1 as funding from other funding sources (including at least 20% from Traffic impact Fee Program) is available to augment Measure funds.
- *6 Measure funds are intended to "leverage" additional funds to finance the project. The minimum 20% from Traffic Impact Fees would apply to the total cost of all projects within a jurisdiction, not to individual projects.
- *7 MCTC staff has indicated that the funding for the project has been secured from funds in addition to the available STIP/TE funds applied in this table.
- *8 Assumes the least costly alternative (\$18 million) from the Ave. 12 / SR 99 Interchange Project Study Report (PSR) plus inflated costs.
- *9 Actual local funds to be exacted from new development beyond those funds identified in the column "Other Funds" will replace the amount of "Other Funds" referenced and assumed in this Table.
- *10 Measure Steering Committee requested that a project should be added in the City of Chowchilla. The City nominated improvements at the SR 99/SR 233 Interchange.
- *11 This project is critical to the operation and improvement of the Ave 12 / SR 99 Interchange project.

Appendix A

2010 STIP Fund Estimate

2009 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2008 (from 2008 Report)	29,598
Less 2007-08 Allocations and closed projects	(350)
Less Projects Lapsed, July 1, 2008-June 30, 2009	0
Total County Share, June 30, 2009 (includes TEI)	29,248

Madera

Agency	Rte	Proj	Ext	Del	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
								08-09	09-10	10-11	11-12	12-13	RW	Const	E & P	PS&E	RW Sup	Con Sup
Highway Projects:																		
Madera CTC		6L05				150	0	150	0	0	0	0	0	0	0	0	0	
		99			Jul-08	6,100	0	0	0	0	0	0	0	0	0	0	1,000	
					Oct-08	-2,021	0	0	0	0	0	0	0	0	0	0	0	
					Jun-09	8,534	0	0	0	0	0	0	0	0	0	0	0	
					May-09	8,033	0	0	0	0	0	0	0	0	0	0	0	
						1,300	0	0	0	0	0	0	0	0	0	0	0	
						4,502	0	0	0	0	0	0	0	0	0	0	0	
						800	0	0	0	0	0	0	0	0	0	0	0	
						26,088	5,379	8,684	6,923	200	200	4,792	2,023	17,065	1,300	4,700	0	1,000
Transportation Enhancement (TEI) Projects:																		
Madera		A007			Jul-09	186	186	0	0	0	0	0	0	0	0	0	0	0
						139	0	0	139	0	0	0	0	0	0	0	0	0
						325	186	0	139	0	0	0	0	0	0	0	0	0
						26,413	26,413	0	0	0	0	0	0	0	0	0	0	0
Balance of STIP County Share, Madera																		
															Total County Share, June 30, 2009		29,248	
															Total Now Programmed or Voted Since July 1, 2008		26,413	
															Unprogrammed Share Balance		2,835	
															Share Balance Advanced or Overdrawn		0	



2010 STIP TE Targets	
County	TE Target
Alameda	5,299
Alpine/Amador/Calaveras	897
Butte	1,013
Colusa	266
Contra Costa	3,434
Del Norte	257
El Dorado LTC	649
Fresno	3,661
Glenn	283
Humboldt	1,026
Imperial	1,743
Inyo	1,398
Kern	4,830
Kings	721
Lake	438
Lassen	651
Los Angeles	32,417
Madera	651
Marin	1,003
Mariposa	264
Mendocino	968
Merced	1,169
Modoc	345
Mono	1,038
Monterey	1,881
Napa	621
Nevada	541
Orange	9,796
Placer TPA	1,030
Plumas	393
Riverside	6,941
Sacramento	4,552
San Benito	340
San Bernardino	9,100
San Diego	10,734
San Francisco	2,707
San Joaquin	2,385
San Luis Obispo	1,926
San Mateo	2,822
Santa Barbara	2,192
Santa Clara	6,208
Santa Cruz	1,094
Shasta	1,111
Sierra	185
Siskiyou	768
Solano	1,624
Sonoma	2,007
Stanislaus	1,848
Sutter	417
Tahoe RPA	270
Tehama	558
Trinity	398
Tulare	2,265
Tuolumne	452
Ventura	3,216
Yolo	872
Yuba	319
Statewide Regional	145,994
Interregional	48,665
TOTAL	194,659



5% PPM Limitation

County	2008 STIP 2012/13	2010 STIP 12/13 - 14/15	Total 12/13 - 14/15	5% PPM Limitation 12/13 - 14/15
Alameda	43,877	3,068	46,945	2,347
Alpine/Amador/Calaveras	7,412	519	7,931	397
Butte	8,400	586	8,986	449
Colusa	2,207	154	2,361	118
Contra Costa	28,427	1,988	30,415	1,521
Del Norte	2,125	149	2,274	114
El Dorado LTC	5,368	375	5,743	287
Fresno	30,409	2,120	32,529	1,626
Glenn	2,356	165	2,521	126
Humboldt	8,493	594	9,087	454
Imperial	14,207	1,009	15,216	761
Inyo	11,505	810	12,315	616
Kern	39,831	2,796	42,627	2,131
Kings	5,943	418	6,361	318
Lake	3,657	254	3,911	196
Lassen	5,384	377	5,761	288
Los Angeles	268,621	18,770	287,391	14,370
Madera	5,386	377	5,763	288
Marin	8,309	581	8,890	445
Mariposa	2,193	153	2,346	117
Mendocino	7,997	560	8,557	428
Merced	9,677	677	10,354	518
Modoc	2,859	200	3,059	153
Mono	8,526	601	9,127	456
Monterey	15,563	1,089	16,652	833
Napa	5,154	360	5,514	276
Nevada	4,545	313	4,858	243
Orange	81,023	5,672	86,695	4,335
Placer TPA	8,539	597	9,136	457
Plumas	3,250	227	3,477	174
Riverside	58,047	4,019	62,066	3,103
Sacramento	37,682	2,636	40,318	2,016
San Benito	2,818	197	3,015	151
San Bernardino	75,436	5,270	80,706	4,035
San Diego	88,798	6,215	95,013	4,751
San Francisco	22,448	1,568	24,016	1,201
San Joaquin	19,724	1,380	21,104	1,055
San Luis Obispo	15,852	1,115	16,967	848
San Mateo	23,296	1,635	24,931	1,247
Santa Barbara	18,037	1,270	19,307	965
Santa Clara	51,388	3,594	54,982	2,749
Santa Cruz	8,954	633	9,587	479
Shasta	9,193	643	9,836	492
Sierra	1,525	107	1,632	82
Siskiyou	6,349	444	6,793	340
Solano	13,454	940	14,394	720
Sonoma	16,387	1,162	17,549	877
Stanislaus	15,283	1,070	16,353	818
Sutter	3,451	241	3,692	185
Tahoe RPA	2,255	156	2,411	121
Tehama	4,626	324	4,950	248
Trinity	3,300	231	3,531	177
Tulare	18,693	1,311	20,004	1,000
Tuolumne	3,736	262	3,998	200
Ventura	26,543	1,862	28,405	1,420
Yolo	7,373	505	7,878	394
Yuba	2,641	185	2,826	141
Statewide	1,208,532	84,534	1,293,066	64,653

Note: Limitation amounts include amounts already programmed.



2010 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

(\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2010 FE PTA Target Capacity	\$5	\$390	\$245	\$250	\$0	\$0	\$885	\$890
Total 2010 STIP FE PTA Target Capacity	\$5	\$390	\$245	\$250	\$0	\$0	\$885	\$890
2008 STIP Program ¹	\$75	\$319	\$243	\$251	\$0	\$0	\$813	\$887
Changes to 2009 Orange Book ³	\$3	(\$3)	\$0	\$0	\$0	\$0	(\$3)	\$0
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delivered But Not Allocated	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net PTA STIP Program	\$79	\$316	\$243	\$251	\$0	\$0	\$810	\$888
PTA Capacity for County Shares	(\$74)	\$71	\$2	(\$1)	\$0	\$0	\$72	(\$1)
Cumulative	(\$74)	(\$2)	(\$0)	(\$1)	(\$1)	(\$1)		
Non-PTA (SHA, TIF, TFA)								
2010 FE Non-PTA Target Capacity	\$1,081	\$508	\$508	\$508	\$533	\$533	\$2,590	\$3,670
2010 FE Non-PTA GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$365)	(\$437)
TE State Match (Estimated program totals)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$45)	(\$54)
Total 2010 STIP FE Non-PTA Capacity ²	\$999	\$426	\$426	\$426	\$451	\$451	\$2,180	\$3,179
2008 STIP Program ¹	\$848	\$714	\$654	\$707	\$0	\$0	\$2,076	\$2,923
Changes to 2009 Orange Book ³	(\$4)	\$0	(\$1)	\$0	\$0	\$0	(\$1)	(\$6)
Extensions	\$122	\$7	\$0	\$0	\$0	\$0	\$7	\$129
Delivered But Not Allocated	\$214	\$0	\$0	\$0	\$0	\$0	\$0	\$214
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net Non-PTA STIP Program	\$1,179	\$721	\$653	\$707	\$0	\$0	\$2,081	\$3,260
Non-PTA Capacity for County Shares	(\$180)	(\$295)	(\$227)	(\$281)	\$451	\$451	\$99	(\$81)
Cumulative	(\$180)	(\$475)	(\$702)	(\$983)	(\$532)	(\$81)		
Transportation Enhancements (TE)								
2010 STIP FE TE Capacity (Federal)	\$74	\$74	\$74	\$74	\$74	\$74	\$371	\$445
TE State Match (Estimated program totals)	\$9	\$9	\$9	\$9	\$9	\$9	\$45	\$54
Total 2010 STIP FE TE Capacity	\$83	\$83	\$83	\$83	\$83	\$83	\$416	\$499
2008 STIP Program ¹	\$82	\$81	\$74	\$64	\$0	\$0	\$219	\$301
Changes to 2009 Orange Book ³	\$2	(\$1)	(\$0)	(\$1)	\$0	\$0	(\$3)	(\$1)
Extensions	\$2	\$2	\$0	\$0	\$0	\$0	\$2	\$5
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net TE	\$86	\$82	\$73	\$63	\$0	\$0	\$218	\$304
TE Capacity for County Shares	(\$3)	\$1	\$10	\$20	\$83	\$83	\$197	\$195
Cumulative	(\$3)	(\$1)	\$8	\$28	\$112	\$195		
Total Capacity	(\$256)	(\$222)	(\$215)	(\$262)	\$534	\$534	\$369	\$113

Notes:

General note: Numbers may not add due to rounding.

¹ 2008 STIP from August 2009 "Orange Book"

² Includes TFA capacity of \$573 million in 2009-10.

³ Adjustments to 2009 "Orange Book" for Commission actions through September 2009.

Appendix B

2010 RTIP RIP Funded Project Inventory

Appendix B

2010 RTIP RIP Funded Project Inventory and

SJ Valley Coordinated Programming

2010 Coordinated San Joaquin Valley STIP Proposal - RIP
 Flexible Funds (No PTA or TE)
 (\$1,000)

	Fiscal Year (FY)					Total Programming FY 09-10 to FY 12-13	30% Redistribution Target to FY 13-14 & FY 14-15	Proposed Redistribution to FY 13-14 & FY 14-15
	09-10	10-11	11-12	12-13	13-14			
Fresno	\$661	\$316	\$8,316	\$31,716	\$29,922	\$41,009	\$12,303	\$29,922
Kern	\$25,743	\$1,580	\$44,340	\$27,512	\$33,700	\$99,175	\$29,753	\$42,625
Kings	\$1,537	\$75	\$19,094	\$29,070	\$17,399	\$49,776	\$14,933	\$17,399
Madera	\$15,457	\$200	\$200	\$4,702	\$0	\$20,559	\$6,168	\$0
Merced	\$6,923	\$6,300	\$200	\$200	\$0	\$14,079	\$4,224	\$8,957
San Joaquin	\$640	\$639	\$2,040	\$10,760	\$0	\$65,087	\$19,526	\$0
Stanislaus	\$15,235	\$32,775	\$16,872	\$205	\$18,229	\$14,279	\$4,284	\$18,229
Tulare	\$9,053	\$606	\$606	\$4,014	\$3,250	\$76,450	\$22,935	\$3,250
Tulare	\$16,020	\$38,300	\$13,430	\$8,700	\$5,400	\$7,550	\$114,124	\$12,950
Tulare	\$0	\$38,300	\$24,050	\$1,150	\$0	\$380,414	\$114,124	\$133,332
\$1 Valley Total =	\$84,346	\$74,491	\$115,658	\$105,919	\$24,086	\$107,900	\$25,432	\$114,124

Comparison to Both CTC Targets in 2010 STIP Guidelines:
 \$114,124 = 30% of FY 09/10 to 12/13
 \$115,467 = 39% of FY 10/11 to 12/13

2010 Coordinated San Joaquin Valley STIP Proposal - IIP
 (\$1,000)

	Fiscal Year (FY)					Total Programming FY 09-10 to FY 12-13	30% Redistribution Target to FY 13-14 & FY 14-15	Proposed Redistribution to FY 13-14 & FY 14-15
	09-10	10-11	11-12	12-13	13-14			
Fresno	\$1,386	\$0	\$8,500	\$0	\$8,500	\$9,886	\$2,966	\$8,500
Kern	\$1,386	\$0	\$0	\$0	\$8,500	\$5,520	\$1,656	\$4,520
Merced	\$0	\$0	\$1,000	\$0	\$4,520	\$7,097	\$2,129	\$0
San Joaquin	\$5,817	\$1,280	\$0	\$0	\$0	\$26,284	\$7,885	\$0
Tulare	\$13,142	\$13,142	\$0	\$0	\$0	\$12,500	\$3,750	\$9,050
Tulare/Kings	\$0	\$0	\$3,500	\$9,000	\$1,500	\$4,500	\$1,350	\$0
Tulare	\$100	\$300	\$4,100	\$0	\$0	\$65,787	\$19,736	\$0
\$1 Valley Total =	\$20,445	\$14,722	\$17,100	\$13,520	\$14,520	\$7,550	\$19,736	\$22,070

Comparison to Both CTC Targets in 2010 STIP Guidelines:
 \$19,736 = 30% of FY 09/10 to 12/13 with AB 3090s
 \$17,683 = 39% of FY 10/11 to 12/13 with AB 3090s

Current programming in 2008 STIP = 
 Proposed programming in 2010 STIP = 

Appendix C

2010 Madera County Regional Transportation Improvement Program

2010 RTIP (RIP) Funded Projects

	prior	10/11	11/12	12/13	13/14	14/15	total
Total County Share, June 30, 2009 (includes TE)	\$ 29,248,000						
2010 STIP TE Target	\$ 651,000						
	\$ 29,899,000						

Proposed 2010 STIP Program

MCTC PPM

Madera Region Priorities

SR 99/145 Interchange (CON)	\$ 6,100,000						\$ 6,100,000
SR 99/145 Interchange (CON) (AB608)	\$ (2,021,000)						\$ (2,021,000)
Ellis Ave SR 99 Overcrossing (CON) (Delete)							
Ave 12, SR 99 IC Recon (SR 99 Bond) (PS&E)(E&P)(RW)	\$ 8,023,000						\$ 8,023,000
SR 99 Fourth Street Interchange Improvements (CON) (Reprogram)		\$ 6,100,000					\$ 6,100,000
Gateway & UPRR (Undercrossing)(TE)	\$ 186,000						\$ 186,000
Schnoor (Undercrossing)(TE)	\$ 139,000						\$ 139,000

Balance	\$ 12,777,000	\$ 6,237,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 19,562,000
Total County Share (includes TE)	\$ 29,899,000							
Total Now Programmed	\$ 19,562,000							
Unprogrammed Share Balance	\$ 10,337,000							

Appendix D

2010 RTIP Project Nomination Sheets



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 01/12/10	
Caltrans District		EA		PPNO	
06				6436	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
MAD		CITY OF MADERA		Madera	
Project Title					
SR 99/Fourth Street Interchange Improvements					
PM Back	PM Ahead	Project Manager/Contact	Phone	E-mail Address	
		Les Jorgensen	559-661-5429	ljorgensen@cityofmadera.com	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of Madera - Fourth Street, Sunset Ave. to Gateway Drive, widen SR 99 bridge to 6 lanes with ramp widening and traffic signals and widen Fourth Street to provide 4-lanes and median and install traffic signals that coordinate with signals at the interchange.					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	City of Madera		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	City of Madera		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	City of Madera		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	City of Madera		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 25th		Senate: 12th			
Congressional: 18th					
Purpose and Need					
The purpose is to reduce current and future traffic congestion at the interchange ramps and nearby streets, improve traffic operations for SR99 on and off ramps and at signalized city street intersections and to reduce traffic queing on the SR99 northbound off ramp. The need is to provide adequate City street capacity to handle the SR 99 ramp traffic with the current 12,000 ADT on Fourth Street and to correct the current LOS of E and F.					
Project Benefits					
Project benefits both the interchange and street by providing the travel lanes with left turn lanes to adequately handle the traffic volume and eliminate the traffic que on the off ramp that backs up to the SR 99 travel lanes.					
Project Milestone					Date
Project Study Report Approved					04/01/07
Begin Environmental (PA&ED) Phase					01/01/08
Circulate Draft Environmental Document			Document Type ND/CE	06/01/08	
Draft Project Report					06/01/10
End Environmental Phase (PA&ED Milestone)					09/01/10
Begin Design (PS&E) Phase					09/01/10
End Design Phase (Ready to List for Advertisement Milestone)					05/01/11
Begin Right of Way Phase					09/01/10
End Right of Way Phase (Right of Way Certification Milestone)					03/01/11
Begin Construction Phase (Contract Award Milestone)					07/01/11
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/12
Begin Closeout Phase					09/01/12
End Closeout Phase (Closeout Report)					11/01/12



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 01/12/10

County	CT District	PPNO	TCRP Project No.	EA
MAD	06	6436		
Project Title: SR 99/Fourth Street Interchange Improvements				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									
E&P (PA&ED)		150	100					250	
PS&E			350					350	
R/W SUP (CT)									
CON SUP (CT)				200				200	
R/W				100				100	
CON				5,900				5,900	
TOTAL		150	450	6,200				6,800	

Fund No. 1:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				200				200	
R/W									
CON				5,900				5,900	
TOTAL				6,100				6,100	

Fund No. 2:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)		150	100					250	
PS&E			350					350	
R/W SUP (CT)									
CON SUP (CT)									
R/W				100				100	
CON									
TOTAL		150	450	100				700	

Appendix E

Resolution Approving 2010 Regional Transportation Improvement Program

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

In the matter of) Resolution No. **10-01**
)
THE 2010 MADERA COUNTY REGIONAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM)

WHEREAS, the Madera County Transportation Commission is the Regional Transportation Planning Agency for Madera County pursuant to state law; and

WHEREAS, state funding known as "County Share" is made available to the Madera County Transportation Commission in five year increments with said funds to be used for capital projects to improve transportation in the region. These projects may include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation systems and demand management programs, soundwalls, intermodal facilities, and safety improvements; and

WHEREAS, the "County Share" is allocated to Madera County based upon a formula which first divides the statewide regional program with 40% to the north 45 counties and 60% to the south 13 counties and within each grouping the funds are distributed on a formula basis weighted 75% on population and 25% on state highway miles within each county; and

WHEREAS, pursuant to adopted California Transportation Commission policies (September 29, 2005), STIP Guidelines (October 14, 2009) the Madera County Transportation Commission is authorized to develop and submit the Regional Transportation Improvement Program by February 12, 2010; and

WHEREAS, the 2010 Madera County Regional Transportation Improvement Program has been prepared by the Madera County Transportation Commission in cooperation with its member agencies and Caltrans in accordance with CTC programming policies and guidelines; and

WHEREAS, the MCTC proposes the following projects be included in the 2010 STIP:

2010 RTIP (RIP) Funded Projects	prior	10/11	11/12	12/13	13/14	14/15	total
Total County Share, June 30, 2009 (includes TE)	\$ 29,248,000						
2010 STIP TE Target	\$ 651,000						
	\$ 29,899,000						
Proposed 2010 STIP Program							
MCTC PPM	\$ 350,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 1,035,000
Madera Region Priorities							
SR 99/145 Interchange (CON)	\$ 6,100,000						\$ 6,100,000
SR 99/145 Interchange (CON) (AB608)	\$ (2,021,000)						\$ (2,021,000)
Ellis Ave SR 99 Overcrossing (CON) (Delete)							
Ave 12, SR 99 IC Recon (SR 99 Bond) (PS&E)(E&P)(RW)	\$ 8,023,000						\$ 8,023,000
SR 99 Fourth Street Interchange Improvements (CON) (Reprogram)		\$ 6,100,000					\$ 6,100,000
Gateway & UPRR (Undercrossing)(TE)	\$ 186,000						\$ 186,000
Schnoor (Undercrossing)(TE)	\$ 139,000						\$ 139,000
Balance	\$ 12,777,000	\$ 6,237,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 19,562,000
Total County Share (includes TE)	\$ 29,899,000						
Total Now Programmed	\$ 19,562,000						
Unprogrammed Share Balance	\$ 10,337,000						

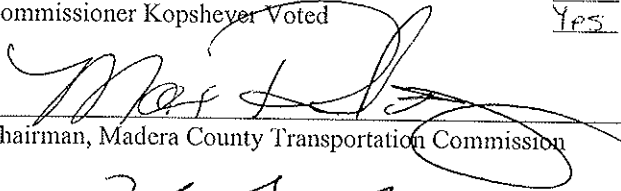
WHEREAS, The Madera County RTIP has been reviewed for consistency with the adopted Regional Transportation Plan; and

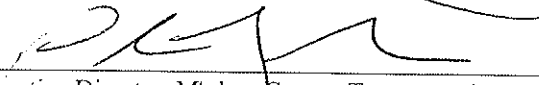
1 **WHEREAS,** The Madera County Transportation Commission Policy Board considered the 2010 Regional
2 Transportation Improvement Program Augmentation at its January 20, 2010 meeting.
3

4 **NOW, THEREFORE, BE IT RESOLVED,** the Madera County Transportation Commission does hereby
5 adopt the 2010 Madera County Regional Transportation Improvement Program and directs staff to submit the
6 program to the Department of Transportation and CTC by February 12, 2010.
7

8 This Resolution is adopted this 20 day of January, 2010, by the following vote:
9

10	Commissioner Bigelow Voted	<u>Yes</u>
11	Commissioner Rodriguez Voted	<u>Yes</u>
12	Commissioner Wheeler Voted	<u>Yes</u>
13	Commissioner Armentrout Voted	<u>Absent</u>
14	Commissioner Poythress Voted	<u>Yes</u>
15	Commissioner Kopshever Voted	<u>Yes</u>

16
17
18 
19 _____
20 Chairman, Madera County Transportation Commission

21
22 
23 _____
24 Executive Director, Madera County Transportation Commission
25