



ADOPTED JULY 21, 2010

MADERA COUNTY 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

Fiscal Years 2010-11 through 2013-14



Madera County

2011

Federal Transportation Improvement Program (FTIP)

Fiscal Years 2010-11 through 2013-14
Quadrennial Element for Fiscal Years 2010-11 through 2013-14

Adopted July 21, 2010

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Table of Contents

Summary	1
Introduction	2
<i>Madera County - Part of the Central San Joaquin Valley</i>	2
<i>The San Joaquin Valley</i>	2
Federal Transportation Improvement Program – Process & Development	7
<i>About the Federal Transportation Improvement Program</i>	7
<i>Federal TIP Process and Development</i>	7
<i>FTIP Presentation</i>	8
<i>Consistency With Other Documents</i>	8
Air Quality	10
<i>Air Quality Conformity Assessment</i>	10
Financial Plan	11
<i>Financial Constraint and The Financial Plan</i>	11
<i>Year of Expenditure (YOE)</i>	12
<i>Projected Operation and Maintenance Costs</i>	12
<i>Project Priority</i>	12
<i>RTP Financial Element</i>	13
<i>2011 Federal TIP Revenue Sources (\$1,000s)</i>	14
Project Listings by Primary Federal Funding Source	17
<i>Congestion Mitigation & Air Quality</i>	18
<i>Lump Sum Programs (Caltrans & Various Agencies Administered)</i>	23
<i>FTA Section 5307 Urbanized Area Formula</i>	24
<i>FTA Section 5311 Non-Urbanized Area Formula</i>	26
<i>STIP – Interregional Program</i>	28
<i>STIP – Regional Program</i>	29
Appendices	1
<i>Appendix A -- MCTC Resolutions</i>	2
<i>Appendix B – Certifications</i>	4
<i>Appendix C – Glossary of Terms & Air Quality Screening Criteria (176a)</i>	11
<i>Appendix D – FTIP Amendment Guidelines</i>	13
<i>Appendix E – Federally Funded Projects that Implement Approved TCM’s</i>	16
<i>Appendix F – Excerpt “2011 Regional Transportation Plan; Financial Element</i>	18
<i>Appendix G – Madera County Transportation Commission Expedited Project Selection Process</i>	25
<i>Appendix H – Public Notice and Response to Comments</i>	30
<i>Appendix I – 2011 FTIP Checklist</i>	40
<i>Appendix J – Lump Sum Project Backup Listing</i>	43
<i>Appendix K – MCTC Public Participation Plan</i>	57

Summary

A Transportation Improvement Program (TIP) is a multi-modal list of capital improvement projects to be implemented over a four-year period. Biennially, Madera County Transportation Commission (MCTC), in cooperation with member jurisdictions and the California Department of Transportation (Caltrans), prepares a TIP for all highways, streets, roads, transit, and aviation projects in Madera County that use federal or state funding. The TIP is reviewed by the MCTC Technical Advisory Committee; the MCTC Transportation Policy Advisory Committee; and the MCTC Board of Directors for compliance with federal and state requirements.

The Regional Transportation Improvement Program (RTIP) is the formal presentation to the state of projects that local agencies wish to implement within the next four years. Projects not listed in this formal submittal will not be funded. Once projects are approved and presented in the State Transportation Improvement Program (STIP), the projects are then incorporated into the Federal Transportation Improvement Program (FTIP) for ultimate inclusion into the the Federal State Transportation Improvement Program (FSTIP). Amendments to the FTIP are made when projects submitted by local agencies are subsequently awarded funds contingent upon all requirements being satisfied.

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

The Madera County 2011 Federal Transportation Improvement Program and subsequent amendments are published on the MCTC website <http://www.maderactc.org>. The MCTC Public Participation Program is also available at <http://www.maderactc.org/public.html>.

Introduction

Madera County - Part of the Central San Joaquin Valley

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

Madera County had a 2000 population of 123,109 as documented in Census 2000. This population is distributed within three broad sub-regional planning areas: Madera regional area with approximately 60%; Chowchilla regional area with 12%; and the Eastern Madera County regional area with 28% (*Exhibit 1*). Madera County includes the two incorporated cities of Madera and Chowchilla with populations of 45,871 and 15,000 respectively.

Agricultural production provides the traditional economic base for the county accounting for approximately 22% of total employment in 1999. The county has experienced growth in its industrial and commercial base due to rapid increases in population over the last ten years. This expansion is anticipated to continue and could accelerate based upon the accessibility of both the cities of Madera and Chowchilla and potential growth in southeastern Madera County related to the northward expansion of the Fresno-Clovis Urbanized Area. Madera County is traversed by State Route 99 and the Southern Pacific and Burlington Northern & Santa Fe Railroad mainlines. These facilities comprise the primary north-south surface transportation corridor in the Valley. Interregional travel is significant in this central transportation corridor as well as on State Route 41 which provides an important access to Yosemite National Park and on State Route 152 which provides a major east-west route from the Central Valley to the developing Santa Clara Valley area. There are two general purpose airports within the county at Chowchilla and Madera. However, primary air carrier service needs are met via the Fresno Air Terminal.

Madera County passed a half cent sales tax measure in November 2006. The measure is expected to provide over \$220 million in revenues over its 20 year life. The Regional Program is intended for several major capital improvement projects on or near the State Highway System. The Local Program is distributed to the county and two incorporated cities based upon population. These funds are restricted to use for local transportation purposes and may be used as matching funds for projects identified in the *Federal Transportation Improvement Program*.

The San Joaquin Valley

The San Joaquin Valley contains the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings and Kern (*Exhibit 2*). These eight counties also comprise the San Joaquin Valley Air Basin which currently does not meet air quality standards for ozone, particulate matter, and carbon monoxide (carbon monoxide is in maintenance status for the counties of Fresno, Kern, San Joaquin, and Stanislaus). The eight valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District have entered into a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach. The MOU defines a cooperative process designed to achieve compliance with the air quality conformity provisions of the Intermodal Surface Transportation Efficiency Act and its extending legislation TEA-21 (Transportation Equity Act for the 21st Century) and SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users. A second MOU exists between the eight agencies to ensure a coordinated, cooperative transportation planning process on issues of mutual concern.

One of the several planning/ programming efforts addressed in a cooperative effort is the preparation and presentation of the federally required Transportation Improvement Programs (TIP).

EXHIBIT 1

Madera County and its 2 Cities

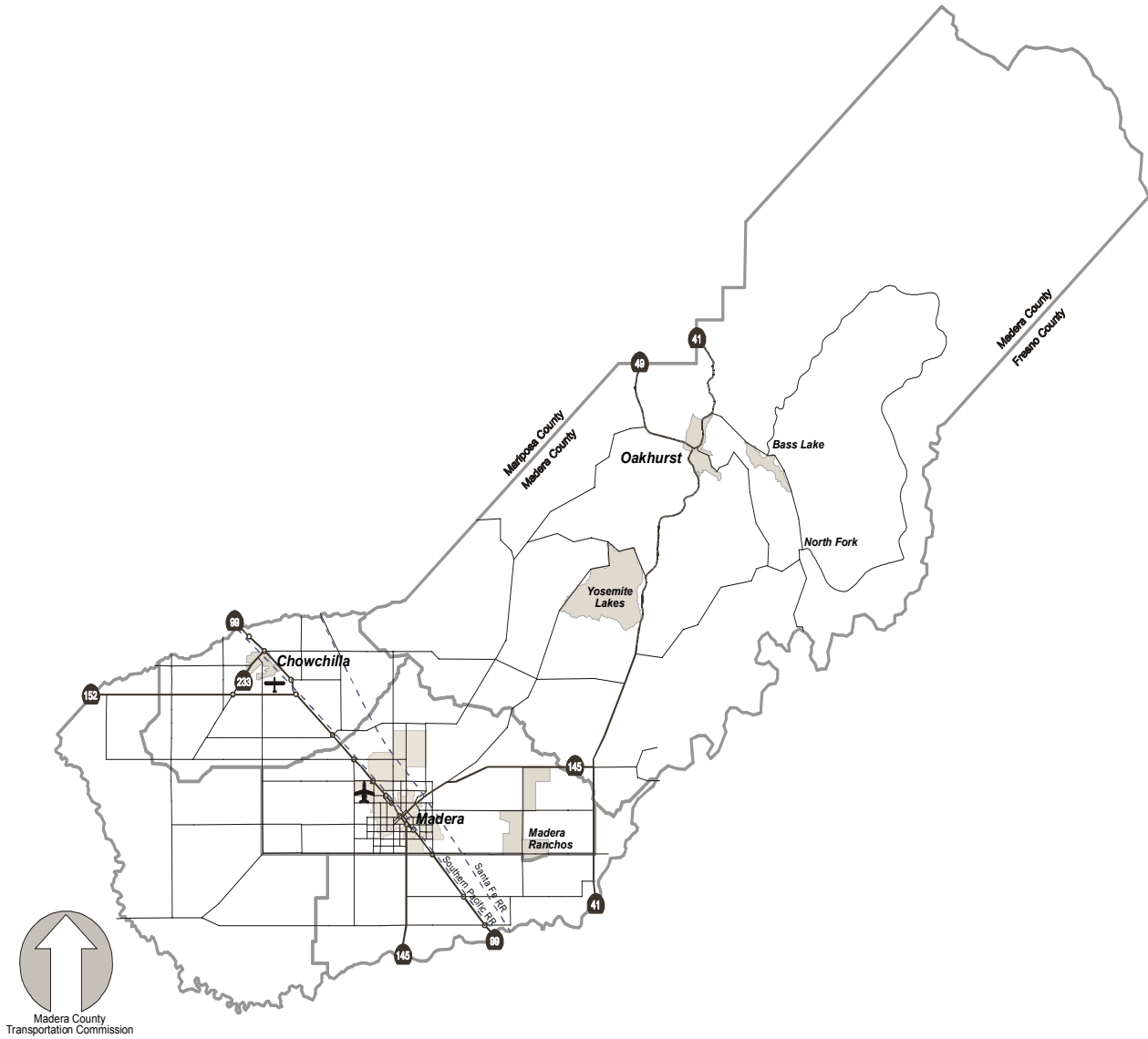


EXHIBIT 2

San Joaquin Valley Counties
Within the State of California

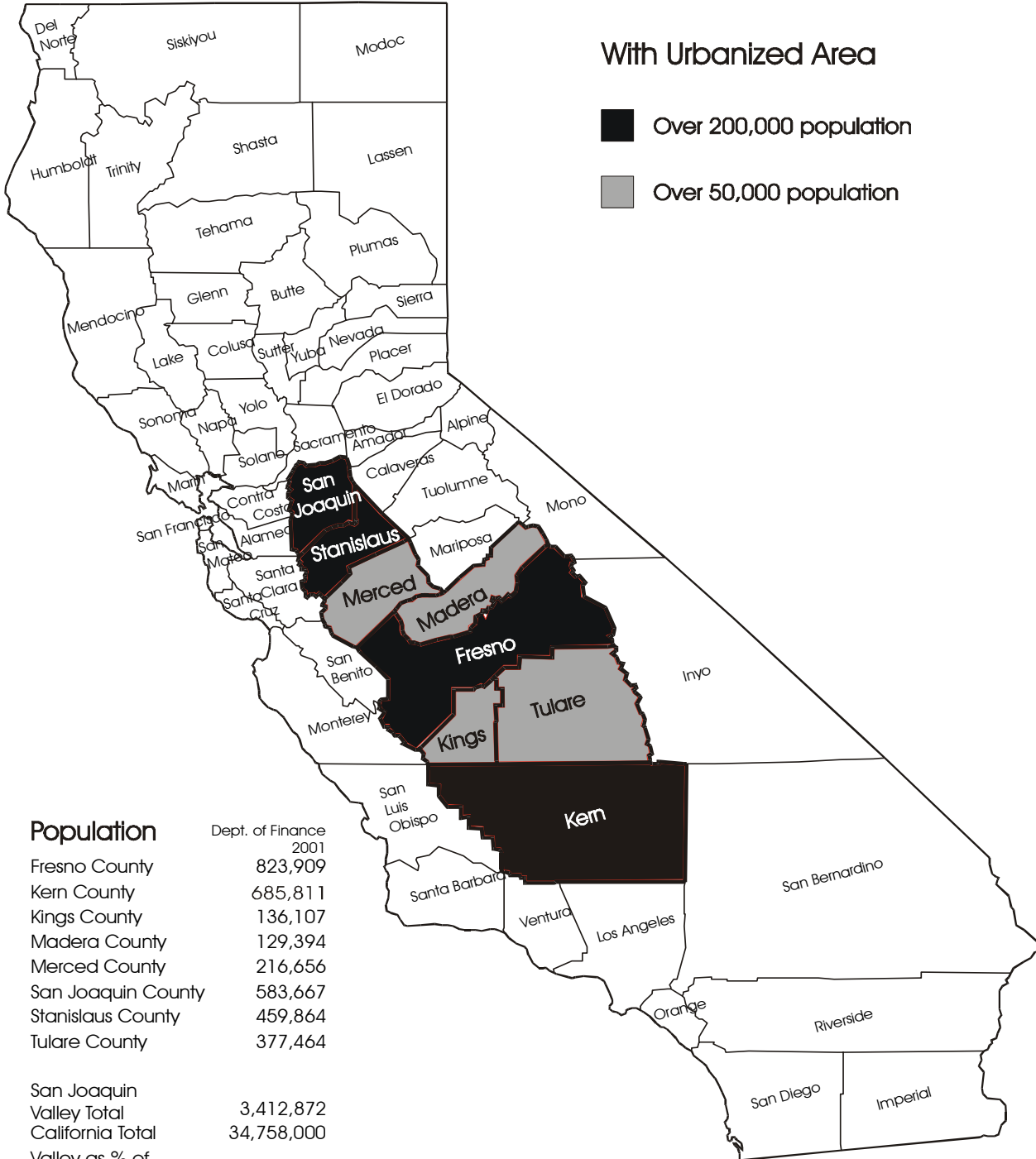
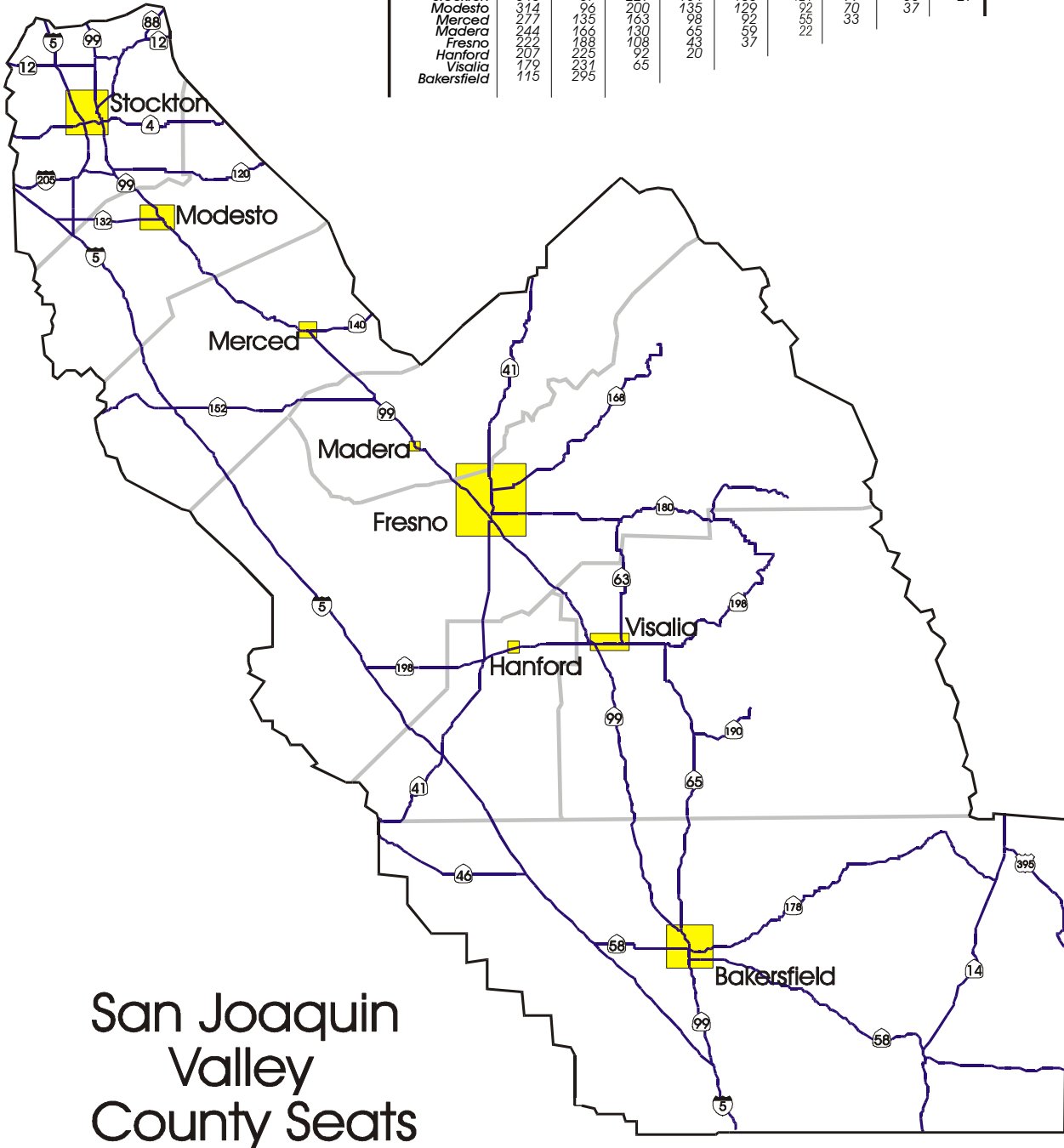


EXHIBIT 3

DISTANCE CHART	Los Angeles	San Francisco	Bakersfield	Visalia	Hanford	Fresno	Madera	Merced	Modesto
Stockton	343	67	229	164	158	121	99	66	29
Modesto	314	96	200	135	129	92	70	37	
Merced	277	135	163	98	92	55	33		
Madera	244	166	130	65	56	22			
Fresno	222	188	108	43	37				
Hanford	207	225	92	20					
Visalia	179	231	65						
Bakersfield	115	295							



San Joaquin
Valley
County Seats

Federal Transportation Improvement Program – Process & Development

About the Federal Transportation Improvement Program

The federal requirement for Metropolitan Planning Organizations to complete a Transportation Improvement Program has been in place since the passage of the Intermodal Surface Transportation Act (ISTEA) in 1991. ISTEA required that each Metropolitan Planning Organization (MPO) prepare a transportation improvement program (TIP). The TIP is a financially constrained multimodal transportation planning program developed by the Metropolitan Planning Organization through its member agencies and in cooperation with state and federal agencies. The basic premise behind a TIP is that it is the incremental implementation (four years) of the long-range Regional Transportation Plan (25 years). The TIP serves to present to federal funding agencies manageable components of funding the long-range plan.

The Federal TIP is a compilation of project lists from the State Transportation Improvement Program (STIP); urbanized and non-urbanized area projects; and all regionally significant transportation projects for which and FHWA or FTA approval is required whether or not the projects are to be funded under Title 23 USC of the Federal Transportation Act. The TIP is to be composed of two parts. The first is a priority list of projects and project segments to be carried out in a four year period. The second is a financial plan that demonstrates how the TIP can be implemented. The financial plan is also required to indicate all public and private resources and financing techniques that are expected to be used to carry out the program. The subsequent Transportation Efficiency Act for the 21st Century (TEA-21) further defined the TIP process focusing on enhanced public and public agency participation. TEA-21 was superseded by SAFETEA-LU for which formal guidance was issued by federal transportation agencies. The SAFETEA-LU MPO Planning Final Rule was incorporated into the development of the 2011 FTIPs required.

Federal TIP Process and Development

The Madera County Transportation Commission prepares the Federal TIP in cooperation with its member agencies, transit operators, state and federal agencies, and with public involvement. As federal funding programs are developed, notifications are sent out to eligible agencies and the public, informing them of the appropriate manner in which projects may be submitted for consideration. The MCTC has adopted and utilized an “expedited project selection process” (EPSP) in the development of this FTIP (see Appendix G). The state is also required to carry out a public participation process during development and adoption of its programs. The State's programs, upon adoption, are then submitted for inclusion in the appropriate MPO Federal TIP.

The Madera County Transportation Commission as the MPO for Madera County is a part of the San Joaquin Valley Air Basin which is in a non-attainment status for federal air quality standards. In order to comply with federal requirements for development of plans, programs and air quality conformity findings, MCTC takes appropriate actions to insure that air quality issues are addressed and that adequate opportunity is provided for public review.

In addition to the general notifications, the Madera County Transportation Commission has an enhanced participation process whereby citizen groups/individuals can seek membership on appropriate committees. An extensive agenda mailing list contains many interested parties who can then review the agenda and determine for themselves if there are any issues upon which they

wish to interact with the agency. Finally, there are required public hearings prior to adoption of the TIP.

The process outlined allows for proper consultation of all affected agencies and for appropriate public input and hence meets the federal legislation (SAFETEA-LU) requirements for an appropriate project selection process.

FTIP Presentation

As a result of the Memorandum of Understanding between the eight Valley transportation planning agencies, a committee was formed to coordinate the FTIP format. A consistent presentation of the FTIP project listings was developed, with common sections among the eight agencies as well as certain map exhibits. This should provide for a more efficient and expedient review process for the San Joaquin Valley. Beyond this MCTC has made use of a database application developed by the Caltrans – the California Transportation Improvement Program System (CTIPS) to provide a consistent system for tracking FTIP projects and for presentation of the projects in a format which is consistent for the eight-county San Joaquin Valley area. Reports generated from this system are included in the project listing section of this document.

Consistency With Other Documents

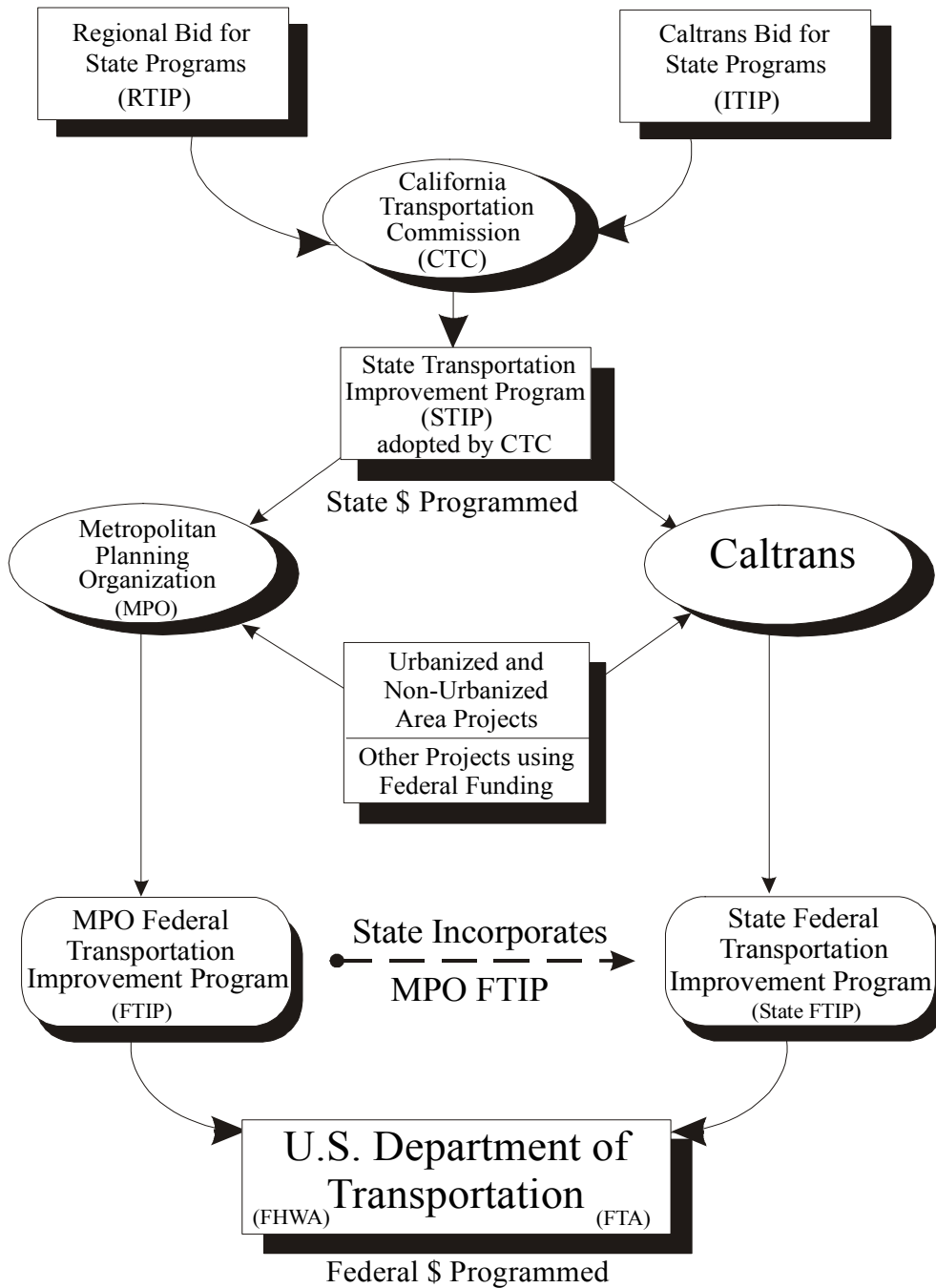
The Madera County Transportation Commission's 2011 Federal Transportation Improvement Program is consistent with the following documents:

- The 2011 Regional Transportation Plan
- The 1994 San Joaquin Valley Transportation Control Measures Program, accepted by the eight San Joaquin Valley Counties at various times during Spring 1994.
- The State Implementation Plan for Air Quality as it applies to Madera County.

The 2011 Federal TIP is also consistent with the County Share information as provided within the 2010 STIP Estimate and CTC Staff Recommendations also with federal fund estimates from SAFETEA-LU.

EXHIBIT 4

FTIP DEVELOPMENT PROCESS



Air Quality

Air Quality Conformity Assessment

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

Madera County is a designated non-attainment area for ozone and particulate matter. As such, it must satisfy federal requirements to consider transportation control measures to reduce emissions adequate to demonstrate conformity with the State Implementation Plan (SIP) for Air Quality. These control measures are set forth in plans such as Madera County's 1982 Clean Air Plan, which in cumulative effect with other areas in California make up the SIP.

In non-attainment and maintenance areas, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must be able to find that the Federal TIP conforms to the adopted State Implementation Plan and that priority has been given to timely implementation of the transportation control measures found in the SIP. The projects in the TIP should also not further exacerbate existing air quality problems.

The Madera County Transportation Commission provides a conformity determination documenting that local air planning issues and programs are sufficient to demonstrate that transportation control measures have been identified through a legitimate planning process; that these measures have received the necessary federal, state and local commitment to ensure implementation; and that these commitments are being maintained through identification in the Madera County Regional Transportation Plan and the necessary programming of funds in the Federal TIP.

Financial Plan

Financial Constraint and The Financial Plan

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

Two spreadsheets are included below which summarize all projected revenues and programmed revenue expenditures contained in the 2011 FTIP. The format of these spreadsheets are per the Caltrans Division of Programming, Office of Federal Transportation Management Programs.

Federal and state revenue projections are based on the best available data as provided by Caltrans. This includes the SAFETEA-LU Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds. State revenues are per the California Transportation Commission 2010 STIP Fund Estimate and CTC Staff Recommendation, and Caltrans estimates for SHOPP and related lump sum programs. Local funds required for matching purposes are included in each project program as required.

Revenue and expenditure summaries are further defined by the assumptions below:

- California State Department of Transportation (Caltrans) provides revenue estimates for the following Programs:
 - a. State Transportation Improvement Program (STIP)
 - b. Transportation Enhancement (TE)
 - c. Regional Surface Transportation Program (RSTP)
 - d. Congestion Mitigation and Air Quality (CMAQ)
 - e. State Highway Operations and Protection Program (SHOPP)
 - f. Highway Bridge Program (HBP)
 - g. Hazard Elimination Safety Program (HES)
- MCTC is eligible to exchange its share of RSTP funds for state only-funds. These funds are allocated to each jurisdiction within the County on a formula basis for street/road maintenance. Since these projects utilize state-only funding, there is no requirement for them to be listed in the FTIP.
- Transportation Enhancement funds are no longer exchangeable for state-only funds and are now programmed via the RTIP for various enhancement projects proposed by local jurisdictions.
- Transit agencies are required to produce a financial capacity and certification of assessment that assures their continued ability to operate pursuant to FTA Circular 7008.1. Since transit grants are on an annualized cycle, projects shown beyond 2010-11 are projections. As transit grant funding amounts become known, actual figures are amended into the FTIP.
- Local fund commitments are reflected in each entity's local capital improvement program which is adopted annually by local resolution.
- Measure "T" funds reflected in the Federal TIP are drawn from the Measure "T" Expenditure Plan which is a financially constrained document adopted by the Madera County Transportation Authority.
- **All phases and all costs, including years outside the quadrennial period, are indicated so the estimated total project cost can be assumed to be what is shown as programmed.**

Year of Expenditure (YOE)

Under 23 CFR 450.322 (f)(10) and 450.324 (h), the requirement to reflect revenues and costs in both the RTP and TIP in year of expenditure dollars must be met by December 11, 2007. In addition, all projects listed in the FTIP must be fully-funded in the RTP, per 450.324 (i), and include estimated total project cost per 450.324 (e).

The Madera County 2011 RTP and 2011 FTIP meet these requirements. A conservative ROG was applied to the RTP fund estimates at two percent (2%) for Federal and State fund sources and three percent (3%) for Local fund sources. The calculation of Year-of-Expenditure (YOE) and total project costs, as well as Rate of inflation (ROI) and Rate of Growth (ROG) are documented in the RTP Chapter 6 Financial Element (Appendix E). A five percent (5%) escalation rate per year was applied to determine YOE costs for the financially constrained projects contained in the RTP Chapter 4 Action Element and for projects contained in the Four-year Element of the 2011 FTIP. A conservative ROG was applied to the RTP fund estimates at two percent (2%) for Federal and State fund sources and three percent (3%) for Local fund sources.

Projected Operation and Maintenance Costs

There is currently an estimated 2,157 lane miles of streets and highways in the Madera County region, including 1,514 lanes miles on the regionally significant road network.

In FY 2007/08, the California Statewide Local Streets and Roads Needs Assessment was conducted by the California State Association of Counties (CSAC), League of California Cities (League), and the County Engineers Association of California (CEAC). The results of the study provided pavement conditions and funding needs for Madera County, including an assessment of the overall County road network. Using the pavement condition index (PCI) as a metric to rate the quality of the pavement area, the study determined a statewide average PCI of 68 on a scale of 0 (failed) to 100 (excellent). In Madera County, the average PCI rating of 48 indicates “poor” pavement conditions.

The Assessment also included a 10-year estimate of pavement funding needs for Madera County of approximately \$933 million. The 25-year estimate of available revenues for maintenance and rehabilitation activities is \$373.9 million, indicating a total funding shortfall of \$559.1 million. MCTC will continue to seek leveraging opportunities through the Measure T local sales tax program in an effort to maximize and prioritize available funding for local road maintenance and operations.

Project Priority

Projects from the first four years of the 2011 FTIP have been selected using the project selection procedures as contained in the Expedited Project Selection Procedures included as Exhibit G.

In accordance with federal transportation legislation, the Madera County Transportation Commission establishes the following priorities:

1. All projects (as a group) shown in the first year of the quadrennial element (2010/11) shall have first priority.
2. All projects (as a group) shown in the second year of the quadrennial element (2011/12) shall have second priority.
3. All projects (as a group) shown in the third year of the quadrennial element (2012/13) shall have third priority.
4. All projects (as a group) shown in the fourth year of the quadrennial element (2013/14) shall have fourth priority.

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

RTP Financial Element

The Madera County 2011 Regional Transportation Plan Financial Element provides a more detailed analysis of long term regional project funding capabilities. This element is included as Appendix F of the 2011 FTIP.

State of California
2010/11-2013/14 Federal Transportation Improvement Program
MPO: MCTC

REVENUE SOURCES		2010/11	2011/12	2012/13	2013/14		
LOCAL	Sales Tax	\$0	\$0	\$0	\$0	\$0	
	Gas Tax	\$0	\$0	\$0	\$0	\$0	
	Other Local Funds	\$0	\$0	\$0	\$0	\$0	
	Transit	\$0	\$0	\$0	\$0	\$0	
	-- Transit Fares	\$0	\$0	\$0	\$0	\$0	
	Other (Locally Committed funds)	\$1,579	\$5,484	\$3,745	\$1,761	\$12,569	
Local Total		\$1,579	\$5,484	\$3,745	\$1,761	\$12,569	
REGIONAL	Regional Sales Tax	\$3,600	\$2,480	\$0	\$0	\$6,080	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Regional Total		\$3,600	\$2,480	\$0	\$0	\$6,080	
STATE	State Highway Operations and Protection Program (SHOPP)	\$9,402	\$39,147	\$0	\$0	\$48,549	
	SHOPP (Including Augmentation)	\$9,402	\$39,147	\$0	\$0	\$48,549	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$6,300	\$200	\$96	\$96	\$6,692	
	STIP (Including Augmentation)	\$6,300	\$200	\$96	\$96	\$6,692	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	
	Proposition 1 B ¹	\$0	\$48,400	\$0	\$0	\$48,400	
	Highway Maintenance (HM)	\$3,074	\$0	\$0	\$0	\$3,074	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
	State Total		\$18,776	\$87,747	\$96	\$96	\$106,715
FEDERAL TRANSIT	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	
	Job Access and Reverse Commute Program (5316)	\$33	\$0	\$0	\$0	\$33	
	New Freedom (SAFETEA-LU)	\$2	\$0	\$0	\$0	\$2	
	Nonurbanized Area Formula Program (5311)	\$268	\$268	\$268	\$268	\$1,072	
	Urbanized Area Formula Program (5307)	\$813	\$829	\$844	\$861	\$3,347	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total		\$1,116	\$1,097	\$1,112	\$1,129	\$4,454	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary						
	Congestion Mitigation and Air Quality (CMAQ)	\$1,542	\$1,570	\$1,598	\$1,627	\$6,337	
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	
	Highway Bridge Program (HBP)	\$3,500	\$0	\$0	\$0	\$3,500	
	Highway Safety Improvement Program (HSIP)	\$0	\$32	\$0	\$0	\$32	
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$291	\$0	\$0	\$291	
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	
	Other (Emergency Relief Program)	\$0	\$0	\$0	\$0	\$0	
	Subtotal		\$5,042	\$1,893	\$1,598	\$1,627	\$10,160
	Federal Highway Discretionary Programs						
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal		\$0	\$0	\$0	\$0	\$0	
Federal Highway Total		\$5,042	\$1,893	\$1,598	\$1,627	\$10,160	
FEDERAL TOTAL²		\$6,158	\$2,990	\$2,710	\$2,756	\$14,614	
REVENUE TOTAL		\$30,113	\$98,701	\$6,551	\$4,613	\$139,978	

NOTES:

¹**Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²**Federal Total:** Is the sum of federal highway and federal transit programs.

³**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2010/11-2013/14 Federal Transportation Improvement Program

MPO: MCTC

PROGRAMMED		2010/11	2011/12	2012/13	2013/14		
LOCAL	Local Total	\$1,579	\$5,484	\$3,745	\$1,761	\$12,569	
REGIONAL	Regional Sales Tax	\$3,600	\$2,480	\$0	\$0	\$6,080	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
	Regional Total	\$3,600	\$2,480	\$0	\$0	\$6,080	
STATE	State Highway Operations and Protection Program (SHOPP)	\$9,402	\$39,147	\$0	\$0	\$48,549	
	SHOPP (Including Augmentation)	\$9,402	\$39,147	\$0	\$0	\$48,549	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$6,300	\$200	\$96	\$96	\$6,692	
	STIP (Including Augmentation)	\$6,300	\$200	\$96	\$96	\$6,692	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	
	Proposition 1 B ⁴	\$0	\$48,400	\$0	\$0	\$48,400	
	Highway Maintenance (HM)	\$3,074	\$0	\$0	\$0	\$3,074	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
		State Total	\$18,776	\$87,747	\$96	\$96	\$106,715
FEDERAL TRANSIT	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	
	Job Access and Reverse Commute Program (5316)	\$33	\$0	\$0	\$0	\$33	
	New Freedom (SAFETEA-LU)	\$2	\$0	\$0	\$0	\$2	
	Nonurbanized Area Formula Program (5311)	\$268	\$268	\$268	\$268	\$1,072	
	Urbanized Area Formula Program (5307)	\$813	\$829	\$844	\$861	\$3,347	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
		Federal Transit Total	\$1,116	\$1,097	\$1,112	\$1,129	\$4,454
FEDERAL HIGHWAY	Federal Highway Non-Discretionary						
	Congestion Mitigation and Air Quality (CMAQ)	\$1,521	\$1,548	\$1,598	\$1,627	\$6,294	
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	
	Highway Bridge Program (HBP)	\$3,500	\$0	\$0	\$0	\$3,500	
	Highway Safety Improvement Program (HSIP)	\$0	\$32	\$0	\$0	\$32	
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$291	\$0	\$0	\$291	
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	
	Other (Emergency Relief Program)	\$0	\$0	\$0	\$0	\$0	
		Subtotal	\$5,021	\$1,871	\$1,598	\$1,627	\$10,117
	Federal Highway Discretionary Programs						
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0		
	Subtotal	\$0	\$0	\$0	\$0	\$0	
	Federal Highway Total	\$5,021	\$1,871	\$1,598	\$1,627	\$10,117	
	FEDERAL TOTAL²	\$6,137	\$2,968	\$2,710	\$2,756	\$14,571	
PROGRAMMED TOTAL		\$30,092	\$98,679	\$6,551	\$4,613	\$139,935	

NOTES:

¹ **Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

² **Federal Total:** Is the sum of federal highway and federal transit programs.

³ **Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴ **Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2010/11-2013/14 Federal Transportation Improvement Program

MPO: MCTC

REVENUE Vs. PROGRAMMED		2010/11	2011/12	2012/13	2013/14	
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0
	REGIONAL¹					
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ⁴	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	State Total	\$0	\$0	\$0	\$0	\$0
	FEDERAL TRANSIT	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0
Intercity Bus (5311f)		\$0	\$0	\$0	\$0	\$0
Job Access and Reverse Commute Program (5316)		\$0	\$0	\$0	\$0	\$0
New Freedom (SAFETEA-LU)		\$0	\$0	\$0	\$0	\$0
Nonurbanized Area Formula Program (5311)		\$0	\$0	\$0	\$0	\$0
Urbanized Area Formula Program (5307)		\$0	\$0	\$0	\$0	\$0
Other (Please specify)		\$0	\$0	\$0	\$0	\$0
Federal Transit Total		\$0	\$0	\$0	\$0	\$0
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$21	\$22	\$0	\$0	\$43
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$21	\$22	\$0	\$0	\$43
	Federal Highway Discretionary Programs					
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$21	\$22	\$0	\$0	\$43	
FEDERAL TOTAL²	\$21	\$22	\$0	\$0	\$43	

NOTES:

¹Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

Project Listings by Primary Federal Funding Source

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD302048 CMAQ/CITY 3.02 Chowchilla, City of	City of Chowchilla; construct school pedestrian facilities, various locations \$ 325,000 FTIP Amend 0.00 22100000203	PE RW Const Total			44,000 281,000 325,000						Carry Over RTP ID: 2011 RTP, Page 4-42 ***** Version 4 - 04/19/2010 ***** ***** Version 3 - 05/07/2008 ***** ***** Version 2 - 02/12/2007 ***** Prior Current 37,000 288,000	
MAD302052 CITY/CMAQ 0.00 Chowchilla, City of	City of Chowchilla; Alley Paving - Various Locations - Robertson Blvd Commercial District \$ 311,000 FTIP Amend 0.00 22100000252	PE RW Const Total		44,000 267,000 311,000						Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 44,000 267,000		
MAD302053 CMAQ/CITY 0.00 Chowchilla, City of	City of Chowchilla; Ave 24 1/2 - UPRR to Road 15 1/2 - Shoulder Paving \$ 300,000 FTIP Amend 0.00 22100000289	PE RW Const Total					300,000 300,000			New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 34,000 266,000		
MAD302054 CMAQ/CITY 3.02 Chowchilla, City of	City of Chowchilla; Monterey Ave - 3rd Street to 13th Street - Construct Pedestrian Facilities \$ 183,000 FTIP Amend 0.00 22100000293	PE RW Const Total	25,000 25,000		158,000 158,000					New Project RTP ID: 2011 RTP, Page 4-42 ***** Version 1 - 04/22/2010 ***** Prior 25,000 Current 38,000 120,000		
MAD302055 CMAQ/CITY 0.00 Chowchilla, City of	City of Chowchilla; Purchase (1) Alternative Fuel Fleet Vehicle \$ 62,000 FTIP Amend 0.00 22100000294	PE RW Const Total		62,000 62,000						New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 7,000 55,000		
MAD102042 CMAQ/CO 0.00 Madera County	Madera County; Pave Dirt Roads - Glen Oaks Rd from Rancho Ave to Ave 21 1/2; Rancho Ave from Elmwood to Road 29 \$ 98,000 FTIP Amend 0.00 22100000152	PE RW Const Total			98,000 98,000					Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 5 - 04/22/2010 ***** ***** Version 4 - 05/07/2008 ***** ***** Version 3 - 07/18/2007 ***** Prior Current 11,000 87,000		

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD102044 CMAQ/CO 0.00 Madera County	Madera County; Pave Dirt Road, Valley View Road, Avenue 21 to Avenue 22 \$ 98,000 FTIP Amend 0.00 22100000155	PE RW Const Total			98,000						Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 5 - 10/30/2008 ***** ***** Version 4 - 05/07/2008 ***** ***** Version 3 - 07/18/2007 ***** Prior Current 11,000 87,000	
MAD102045 CMAQ/CO 0.00 Madera County	Madera County; Construct Pedestrian Facilities, Oakhurst - Road 426 northside, SR41 to Road 427 \$ 89,000 FTIP Amend 0.00 22100000156	PE RW Const Total	13,000				76,000				Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 3 - 05/07/2008 ***** ***** Version 2 - 04/26/2006 ***** carry forward from 2004 FTIP Prior 1,000 12,000 Current 9,000 67,000	
MAD102053 CMAQ/CO 0.00 Madera County	County of Madera; Road 407, Willow Creek Bridge to .55 miles west; pave dirt road \$ 408,000 FTIP Amend 0.00 22100000186	PE RW Const Total					408,000				Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 4 - 04/22/2010 ***** ***** Version 3 - 05/07/2008 ***** ***** Version 2 - 02/12/2007 ***** Prior Current 108,000 300,000	
MAD102054 CO/CMAQ 0.00 Madera County	Madera County; Road 407, Road 600 to .55 miles east; pave dirt road \$ 408,000 FTIP Amend 0.00 22100000187	PE RW Const Total					408,000				Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 4 - 04/22/2010 ***** ***** Version 3 - 05/07/2008 ***** ***** Version 2 - 02/12/2007 ***** Prior Current 108,000 300,000	
MAD102055 CMAQ/CO 0.00 Madera County	County of Madera; Pave Dirt Road; Hickory Street, Palm Street to End. \$ 65,000 FTIP Amend 0.00 22100000241	PE RW Const Total	5,000		60,000						Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior 1,000 4,000 Current 8,000 52,000	
MAD102057 CMAQ/CO 0.00 Madera County	County of Madera; Pave Dirt Road - Road 406, Road 400 to 2.5 miles east \$ 498,000 FTIP Amend 0.00 22100000243	PE RW Const Total				37,000	461,000				Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 57,000 441,000	

San Joaquin Format (Highest Version)

CMAQ - Congestion Mitigation Air Quality Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD102058 CMAQ/CO 0.00 Madera County	County of Madera; Pave Dirt Roads - Valley Lake Ranchos - various locations - 3.5 miles \$ 706,000 FTIP Amend 0.00 22100000244	PE RW Const Total	52,000 52,000	654,000 654,000							Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior 6,000 46,000 Current 75,000 579,000	
MAD102059 CO/CMAQ 3.02 Madera County	County of Madera; Road 225 - Creek Dr to Road 228; Construct Pedestrian Path \$ 182,000 FTIP Amend 0.00 22100000285	PE RW Const Total			5,000 177,000 182,000						New Project RTP ID: 2011 RTP, Page 4-42 ***** Version 1 - 04/22/2010 ***** Prior Current 27,000 155,000	
MAD102060 CO/CMAQ 0.00 Madera County	County of Madera; Road 23 - Ave 8 1/2 to Ave 9 1/2 - Shoulder Paving \$ 187,000 FTIP Amend 0.00 22100000286	PE RW Const Total			7,000 180,000 187,000						New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 22,000 165,000	
MAD102061 CMAQ/CO 0.00 Madera County	County of Madera; Ave 9 - Road 23 to Road 23 1/2 - Shoulder Paving \$ 99,000 FTIP Amend 0.00 22100000288	PE RW Const Total			4,000 95,000 99,000						New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 12,000 87,000	
MAD102062 CMAQ/CO 0.00 Madera County	County of Madera; (Road 29; Lomita Rd; Road 29 1/2; Dennis Rd) from Ave 21 to Ave 21 1/2 - Pave Dirt Roads \$ 416,000 FTIP Amend 0.00 22100000290	PE RW Const Total		32,000 32,000	384,000 384,000						New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 48,000 368,000	
MAD202046 CMAQ/CITY 3.02 Madera, City of	City of Madera; Construct Class I Bicycle Path - Fresno River Trail, Gateway & UPRR Undercrossing \$ 362,000 FTIP Amend 0.00 22100000160	PE RW Const Total	25,000 25,000	337,000 337,000							Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 4 - 04/22/2010 ***** ***** Version 3 - 05/07/2008 ***** ***** Version 2 - 04/27/2006 ***** Prior 25,000 Current 39,000 298,000	

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD202062 CMAQ/CITY 3.02 Madera, City of	City of Madera; Class I Bike/Ped; Schnoor Bridge, Fresno River Trail; construct undercrossing \$ 274,000 FTIP Amend 0.00 22100000194	PE RW Const Total	25,000 249,000 25,000		249,000						Carry Over RTP ID: 2011 RTP, Page 4-42 ***** Version 4 - 04/22/2010 ***** ***** Version 3 - 05/07/2008 ***** ***** Version 2 - 02/12/2007 ***** Prior 25,000 Current 29,000 220,000	
MAD202063 CMAQ/CITY 1.19 Madera, City of	City of Madera; Dual Left Turn Lane - Cleveland and Schnoor \$ 342,000 FTIP Amend 0.00 22100000245	PE RW Const Total			25,000			317,000		Carry Over RTP ID: 2011 RTP, Page 4-48 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 41,000 301,000		
MAD202067 CMAQ/CITY 0.00 Madera, City of	City of Madera; Purchase (1) Clean Diesel Front End Loader (Replacement) \$ 158,000 FTIP Amend 0.00 22100000282	PE RW Const Total						158,000		New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 18,000 140,000		
MAD202068 CITY/CMAQ 0.00 Madera, City of	City of Madera; Purchase and Install (1) CNG Compressor \$ 338,000 FTIP Amend 0.00 22100000283	PE RW Const Total	25,000				313,000			New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 39,000 299,000		
MAD202069 CITY/CMAQ 3.02 Madera, City of	City of Madera; Tulare/Cleveland/Raymond Road - Construct Class I and Class II Bike/Pedestrian Facilities \$ 336,000 FTIP Amend 0.00 22100000284	PE RW Const Total	25,000					311,000		New Project RTP ID: 2011 RTP, Page 4-42 ***** Version 1 - 04/22/2010 ***** Prior 25,000 Current 36,000 275,000		
MAD202070 CITY/CMAQ 0.00 Madera, City of	City of Madera; Purchase (1) CNG Heavy Duty Dump Truck (Replacement) \$ 188,000 FTIP Amend 0.00 22100000291	PE RW Const Total					188,000			New Project RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 ***** Prior Current 22,000 166,000		

<u>Route</u> <u>Postmile</u> <u>PIN</u> <u>Dist-EA</u> <u>Fund</u> <u>AQ</u> <u>Lead</u>	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments				
				Four Year Element						Funding Summary (Current & Prior Years)				
				10/11	11/12	12/13	13/14	14/15	15/16	Local	State	Federal		
MAD202071 CMAQ/CITY 0.00 Madera, City of	City of Madera; Purchase (1) CNG Water Truck - (Replacement) \$ 187,000 FTIP Amend 0.00 22100000292	PE RW Const Total				187,000					New Project			
										RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 *****				
						187,000				Prior				
											Current	22,000		165,000
MAD502013 CITY/CMAQ 0.00 Various Agencies	Madera Unified School District ; Purchase (4) CNG School Buses (Replacement) \$ 843,000 FTIP Amend 0.00 22100000287	PE RW Const Total			843,000						New Project			
					843,000					RTP ID: 2011 RTP, Page 4-48 ***** Version 1 - 04/22/2010 *****				
					843,000					Prior				
											Current	97,000		746,000

San Joaquin Format (Highest Version)

Lump Sum Programs

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD406002 SHOPPAC/ST-CAS 1.10 Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 and Table 3 categories - \$ 9,701,000 FTIP Amend 0.00 22100000133	PE RW Const Total	6,854,000 6,854,000		2,847,000						Carry Over RTP ID: 2011RTP, Page 4-26 ***** Version 5 - 04/27/2010 ***** ***** Version 4 - 03/11/2010 ***** ***** Version 3 - 05/15/2008 ***** Prior 786,000 6,068,000 Current 327,000 2,520,000	
MAD406003 ST-CASH/NH 1.10 Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System - Highway Maintenance - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 \$ 3,074,000 FTIP Amend 0.00 22100000307	PE RW Const Total		3,074,000						New Project RTP ID: 2011 RTP, Page 4-26 ***** Version 1 - 04/29/2010 ***** Prior Current 552,000 2,522,000		
Var 0.0/0.0 MAD406001 ST-CASH/ARRA-S 1.10 Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 and Table 3 \$ 67,777,000 FTIP Amend 0.00 32100000000	PE RW Const Total	24,098,000 24,098,000	9,402,000	34,277,000					Carry Over RTP ID: 2011 RTP, Page 4-26 ***** Version 10 - 04/27/2010 ***** ***** Version 9 - 03/11/2010 ***** Revise SHOPP ARRA amount per memo 4-21-09 Prior 24,098,000 Current 5,010,000 38,669,000		
MAD410001 HBRR-L 1.19 Various Agencies	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 - Widening narrow pavements or \$ 5,944,000 FTIP Amend 0.00 22100000036	PE RW Const Total	2,444,000 2,444,000	3,500,000						Carry Over ***** Version 12 - 04/27/2010 ***** ***** Version 11 - 03/11/2010 ***** ***** Version 10 - 05/15/2008 ***** ***** Version 9 - 01/29/2008 ***** Prior 2,444,000 Current 3,500,000		
MAD420001 SRTS 3.02 Various Agencies	Grouped Projects for Safety Improvements - Safe Routes to School Program (SRTS) - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 and Table 3 categories - \$ 1,000,000 FTIP Amend 0.00 22100000238	PE RW Const Total	709,000 709,000		291,000					Carry Over RTP ID: 2011 RTP, Page 4-42 ***** Version 5 - 04/27/2010 ***** ***** Version 4 - 11/10/2008 ***** ***** Version 3 - 05/15/2008 ***** Prior 709,000 Current 291,000		
MAD419004 HSIP/CITY 1.06 Various Agencies	Grouped Projects for Safety Improvements - HSIP Program - Scope: Projects are consistent with CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer \$ 584,000 FTIP Amend 0.00 22100000239	PE RW Const Total	548,000 548,000		36,000					Carry Over RTP ID: 2011 RTP, Page 4-27 ***** Version 4 - 04/27/2010 ***** Prior 128,000 420,000 Current 4,000 32,000		

San Joaquin Format (Highest Version)

Section 5307 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD213073 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; DAR Operating Assistance; FY 2010/11 \$ 726,000 FTIP Amend 0.00 22100000257	PE RW Const Total		726,000							Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 363,000 363,000	
MAD213074 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX Operating Assistance; FY 2010/11 \$ 830,000 FTIP Amend 0.00 22100000258	PE RW Const Total		830,000						Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 415,000 415,000		
MAD213075 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; Intermodal Center Operating Assistance; FY2010/11 \$ 70,000 FTIP Amend 0.00 22100000259	PE RW Const Total		70,000						Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 35,000 35,000		
MAD213077 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; DAR Operating Assistance; FY2011/12 \$ 742,000 FTIP Amend 0.00 22100000261	PE RW Const Total			742,000					Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 371,000 371,000		
MAD213078 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX Operating Assistance; FY2011/12 \$ 846,000 FTIP Amend 0.00 22100000262	PE RW Const Total			846,000					Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 423,000 423,000		
MAD213079 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; Intermodal Center Operating Assistance; FY2011/12 \$ 70,000 FTIP Amend 0.00 22100000263	PE RW Const Total			70,000					Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 35,000 35,000		

San Joaquin Format (Highest Version)

Section 5307 - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD213085 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; DAR Operating Assistance FY 2012/13 \$ 756,000 FTIP Amend 0.00 22100000299	PE RW Const Total			756,000						New Project RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 378,000 378,000	
MAD213086 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX Operating Assistance FY 2012/13 \$ 862,000 FTIP Amend 0.00 22100000300	PE RW Const Total			862,000						Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 431,000 431,000	
MAD213087 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; Intermodal Facility Operating Assistance FY 2012/13 \$ 70,000 FTIP Amend 0.00 22100000301	PE RW Const Total			70,000						New Project RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 35,000 35,000	
MAD213088 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; DAR Operating Assistance FY 2013/14 \$ 772,000 FTIP Amend 0.00 22100000302	PE RW Const Total					772,000				Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 386,000 386,000	
MAD213089 5307/CITY 2.01 Madera, City of	City of Madera; Section 5307; MAX Operating Assistance FY 2013/14 \$ 880,000 FTIP Amend 0.00 22100000303	PE RW Const Total					880,000				New Project RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 440,000 440,000	
MAD213090 CITY/5307 2.01 Madera, City of	City of Madera; Section 5307; Intermodal Facility Operating Assistance FY 2013/14 \$ 70,000 FTIP Amend 0.00 22100000304	PE RW Const Total					70,000				New Project RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 35,000 35,000	

San Joaquin Format (Highest Version)

Section 5311; 5313(b) - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD313032 5311/CITY 2.01 Chowchilla, City of	City of Chowchilla; Section 5311; CATX Operating Assistance \$ 328,000 FTIP Amend 0.00 22100000266	PE RW Const Total		328,000							Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 291,000 37,000	
MAD313033 5311/CITY 2.01 Chowchilla, City of	City of Chowchilla; Section 5311; CATX Operating Assistance \$ 337,000 FTIP Amend 0.00 22100000267	PE RW Const Total			337,000					Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 300,000 37,000		
MAD313034 5311/CITY 2.01 Chowchilla, City of	City of Chowchilla; Section 5311; CATX Operating Assistance \$ 346,000 FTIP Amend 0.00 22100000295	PE RW Const Total				346,000				New Project RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 309,000 37,000		
MAD313035 5311/CITY 2.01 Chowchilla, City of	City of Chowchilla; Section 5311; CATX Operating Assistance \$ 355,000 FTIP Amend 0.00 22100000296	PE RW Const Total					355,000			New Project RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 318,000 37,000		
MAD113037 5311/CO 2.01 Madera County	County of Madera; Section 5311; Operating Assistance \$ 462,000 FTIP Amend 0.00 22100000268	PE RW Const Total		462,000						Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 231,000 231,000		
MAD113038 5311/CO 2.01 Madera County	County of Madera; Section 5311; Operating Assistance \$ 462,000 FTIP Amend 0.00 22100000269	PE RW Const Total			462,000					Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 2 - 04/22/2010 ***** ***** Version 1 - 05/07/2008 ***** Prior Current 231,000 231,000		

San Joaquin Format (Highest Version)

Section 5311; 5313(b) - Federal Transit Administration

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD113039 5311/CO 2.01 Madera County	County of Madera; Section 5311; County Operating Assistance \$ 462,000 FTIP Amend 0.00 22100000297	PE RW Const Total			462,000						New Project RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 231,000 231,000	
MAD113040 5311/CO 2.01 Madera County	County of Madera; Section 5311; County Operating Assistance \$ 462,000 FTIP Amend 0.00 22100000298	PE RW Const Total				462,000					Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 1 - 04/22/2010 ***** Prior Current 231,000 231,000	
MAD216001 5316/CITY 2.01 Madera, City of	City of Madera; Section 5316 JARC; MAX Express Service - Operating Assistance \$ 198,000 FTIP Amend 0.00 22100000273	PE RW Const Total	132,000	66,000							Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 3 - 04/28/2010 ***** Interim TIP Code: 6.0 Prior 66,000 66,000 Current 33,000 33,000	
MAD217001 FTA5317/CITY 2.01 Madera, City of	City of Madera; Section 5317 NF; MAX Express Service - Operating Assistance \$ 12,000 FTIP Amend 0.00 22100000274	PE RW Const Total	8,000	4,000							Carry Over RTP ID: 2011 RTP, Page 4-32 ***** Version 3 - 04/28/2010 ***** ***** Version 2 - 02/11/2009 ***** ***** Version 1 - 11/10/2008 ***** Prior 4,000 4,000 Current 2,000 2,000	

San Joaquin Format (Highest Version)

STIP - Interregional Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
99 MAD418002 BOND99 0.00 Caltrans	In the City of Fresno and within Madera County, from 0.2 miles south of Grantland Ave UC to 0.6 miles north of the Ave 7 OC, widen 4-lane Freeway to 6-lane Freeway - See Fresno FTIP \$ 1,000 FTIP Amend 0.00 22100000270	PE RW Const Total	1,000 1,000								Carry Over Fresno FTIP ID FRE071203 ***** Version 1 - 05/15/2008 ***** Prior 1,000 Current	

San Joaquin Format (Highest Version)

STIP - Regional Choice Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				10/11	11/12	12/13	13/14	14/15	15/16			
MAD417001 BOND99/ST-CASH 0.00 Caltrans	County of Madera; Reconstruct and widen SR99/Ave 12 Interchange \$ 68,000,000 FTIP Amend 0.00 22100000235	PE RW Const Total	6,000,000 5,177,000 11,177,000		56,823,000						Carry Over RTP ID: 2011 RTP, Page 4-15 ***** Version 5 - 04/27/2010 ***** ***** Version 4 - 10/30/2008 ***** Amendment No. 1 withdrawn Prior 5,177,000 6,000,000 Current 6,400,000 50,423,000	
MAD417002 MEA 0.00 Caltrans	County of Madera; SR 41 - 0.3 miles north of Road 208 to 2.2 miles north of Road 208 - Construct Passing Lanes (Listed in FTIP for NEPA Approval Only) \$ 1,000 FTIP Amend 0.00 22100000306	PE RW Const Total	1,000 1,000								New Project RTP ID: 2011 RTP, Page 4-15 ***** Version 1 - 04/27/2010 ***** Prior 1,000 Current	
MAD517005 06-927323 ST-CASH 4.01 Madera County Transportation	2% Planning/Programming and Monitoring funding for RTPA. \$ 1,438,000 FTIP Amend 0.00 12100000065	PE RW Const Total	750,000 750,000	200,000	200,000	96,000	96,000	96,000			Carry Over RTP ID: n/a ***** Version 8 - 04/27/2010 ***** ***** Version 7 - 05/15/2008 ***** ***** Version 6 - 05/19/2007 ***** Prior 750,000 Current 688,000	
MAD217030 ST-CASH/MEA 0.00 Madera, City of	City of Madera; 4th Street/SR 99 Interchange Improvements (Phase I) \$ 7,000,000 FTIP Amend 0.00 22100000271	PE RW Const Total	250,000 50,000 300,000	6,700,000							Carry Over RTP ID: 2011 RTP, Page 4-15 ***** Version 2 - 04/27/2010 ***** ***** Version 1 - 05/15/2008 ***** Prior 300,000 Current 600,000 6,100,000	
MAD217033 MEA 0.00 Madera, City of	City of Madera; 4th Street - Gateway to Lake Street - Widen to 4 lanes w/ UPRR crossing (Phase II) \$ 3,300,000 FTIP Amend 0.00 22100000305	PE RW Const Total	250,000 50,000 300,000	3,000,000							New Project RTP ID: 2011 RTP, Page 4-15 ***** Version 1 - 04/27/2010 ***** Prior 300,000 Current 3,000,000	
MAD217034 CITY 0.00 Madera, City of	City of Madera Olive Avenue - Gateway to Roosevelt- Widen from 2 to 4 lanes \$ 2,122,000 FTIP Amend 0.00 22100000308	PE RW Const Total			2,122,000						New Project RTP ID: 2011 RTP, Page 4-15 ***** Version 1 - 04/29/2010 ***** Prior Current 2,122,000	

Appendices

Appendix A -- MCTC Resolutions

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

In the matter of) Resolution No. 10-12
APPROVING THE 2011 RTP,)
2011 FTIP AND AIR QUALITY)
CONFORMITY ANALYSIS)
_____)

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range a Regional Transportation Plan (RTP) for their region; and

WHEREAS, Section 65080 of the California Government Code requires each regional transportation planning agency to prepare a regional transportation plan and update it for submission to the governing Policy Board for adoption; and

WHEREAS, a 2011 Regional Transportation Plan (2011 RTP) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2011 Regional Transportation Plan has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2011 Federal Transportation Improvement Program (2011 FTIP) Amendment has been prepared to comply with Federal and State requirements for local projects through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Madera County Transportation Commission forum and general public involvement; and

WHEREAS, the 2011 FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan, 2) the 2010 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2011 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2001 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2011 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2011 RTP and 2011 FTIP includes a new Conformity Analysis; and

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

WHEREAS, the 2011 RTP and 2011 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2011 RTP and 2011 FTIP conforms to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by MCTC advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Madera County consistent with public participation process adopted by MCTC; and

WHEREAS, a public hearing was conducted on May 19, 2010 to hear and consider comments on the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis; and

NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the MCTC finds that the 2011 RTP and 2011 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing resolution was adopted this 21st day of July, 2010 by the following vote:

Commissioner Rodriguez voted:	_____
Commissioner Bigelow voted:	_____
Commissioner Armentrout voted:	_____
Commissioner Wheeler voted:	_____
Commissioner Poythress voted:	_____
Commissioner Kopshever voted:	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

Appendix B – Certifications

MEMORANDUM OF UNDERSTANDING

BETWEEN THE

MADERA COUNTY TRANSPORTATION COMMISSION

AND

CITY OF MADERA

“Regarding the Coordination of Ongoing Transit Planning and Programming Federal Funds that Support the Ongoing and Future Deployment of Transit Services by the City of Madera”.

This Memorandum of Understanding (MOU) is entered into between the MADERA COUNTY TRANSPORTATION COMMISSION, hereinafter referred to as (MCTC) and the CITY OF MADERA, hereinafter referred to as (MADERA), a public transportation provider, as of this _____ day of January 2003. The purpose of this MOU is to:

1. Foster a cooperative and mutually beneficial working relationship between MCTC and MADERA for the provision of comprehensive, effective, and coordinated transit planning on behalf of MADERA’S public mass transportation system; and,
2. Identify the transit planning responsibilities in coordination with the State of California for the purpose of programming federal funds within the MCTC Federal Transportation Improvement Program (FTIP).

WITNESS THAT:

WHEREAS, MADERA was incorporated as a General Law city in 1907; and,

WHEREAS, MADERA as a newly designated urbanized area, is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) 5307 funding for capital, operating, and planning assistance for the delivery of public mass transportation; and,

WHEREAS, MCTC is the Regional Comprehensive Planning Agency, Regional Transportation Planning Agency (RTPA), and the Local Transportation Commission for Madera County designated pursuant to Title 3, Division 3, Chapter 2, Article II, Section 29532 of the California Government Code; and

WHEREAS, MCTC effective July 1, 2003 will be recognized as the Metropolitan Planning Organization (MPO) for Madera County; and

WHEREAS, MCTC is directed by a six member Board, composed of six locally elected officials voting members, being three members of the Madera County Board of Supervisors, two members of the Madera City Council, and one member of the Chowchilla City Council; and

WHEREAS, MCTC has developed a committee structure that advises the MCTC Board on all planning and policy questions. These committees include the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21) requires MPOs to work cooperatively with public transit operators to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas. These plans and programs are intended to further the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems. These systems should serve the mobility of people and freight, and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, MCTC and MADERA rely upon a cooperative relationship to foster comprehensive regional transit planning which feeds directly into State and national planning; and

WHEREAS, the need for continued open communication is amplified due to the recent designation of MADERA as an urbanized planning area (cited in Federal Register/Vol. 67, No. 84/ Wednesday, May 1, 2002/Notices); and

NOW, THEREFORE, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants and conditions herein contained, the parties agree as follows:

SECTION 1: Responsibilities of MCTC and MADERA

1.1 Communication

A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs. MCTC is required to update the FTIP every even numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

As a designated urbanized area, MADERA is eligible to apply for FTA 5307 funding for capital, operating, and planning assistance for the delivery of public mass transportation. It is anticipated that the amount of funding available under the new designation will be similar to cities of equal size. Projects will be programmed and constrained based on the annual FTA appropriation.

As the federal designated recipient, MCTC is responsible for allocating certain federal formula transit funds to the MADERA, City of Chowchilla and the County of Madera. MCTC shall allocate the federal transit funds based on a formula developed cooperatively with the local jurisdictions.

The Executive Director of MCTC and the City Administrator of MADERA are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed through.

1.2 Representation on MCTC Board and Committees

MADERA shall:

- a) Appoint one (1) representative and alternate to serve on the TAC. The TAC meetings are held on the second Monday of every month.
- b) Appoint one (1) representative and alternate to serve as a voting member of the MCTC SSTAC. The SSTAC meeting notices are mailed in advance to meetings.

SECTION 2: Transit Planning

2.1 Short-Range Transit Plan

In accordance with the planning regulations and Federal Transit Administration (FTA) guidance, MADERA and/or MCTC may prepare a five (5) year short-range transit plan to support sound financial and operational decision-making in transit planning and programming. The MCTC's current short-range transit plan, entitled, "Madera County Short-Range Transit Development Plan", goes through fiscal year 2006/2007. In the development of future short-range transit plans, the local jurisdictions included in the plan will provide a draft list of projects for FTA funding. The list shall:

- a) Identify and describe the scope of the specific projects and services, which address ongoing and increased transit demands. These projects and services are to include American with Disabilities Act (ADA), and Transportation Control Measures (TCM) with sufficient detail (design, concept, and scope) to permit air quality conformity analysis to be performed by MCTC.
- b) Provide qualitative and quantitative analysis showing how the project addresses transit needs.
- c) Identify the amount and type of federal and non-federal funds required supporting the projects for each year represented in the plan. In addition, identify anticipated discretionary funding estimates for the FTIP.

2.2 Long-Range Transit Plan

The Short Range Transit Plan will be incorporated into the MCTC's Regional Transportation Plan (RTP). The transit action element of the RTP should assess the transportation needs of MADERA and sets forth improvements necessary to address those needs over a twenty (20) year period and updated every five (5) years consistent with the Short Range Transit Plan.

2.3 Planning Assistance

MCTC will provide input into the development of the transit planning documents produced by MADERA. In addition, MCTC will work cooperatively with and assist MADERA in its efforts to generate planning and forecasting information needed to establish and maintain transit-planning documents. The type of assistance provided by MCTC may include, but is not limited to, the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth, and use assumptions for the purpose of transit forecasting and development (e.g. trip generation tables, census information, maps).
- b) Assist in securing funds to conduct transit demand studies and in-depth analysis.
- c) Assist MADERA in obtaining state and federal funding of projects consistent with the MCTC Regional Transportation Plan (e.g. facilitating FTIP amendments).

2.4 FTIP Programming Criteria

As part of the FTIP updating process, federally funded projects are programmed by MCTC on behalf of all transit providers receiving federal funds through the FTIP. For proposed transit projects, the criteria used for the programming of federal funds within the MCTC FTIP are

essential. MCTC and MADERA will employ the following selection criteria to establish priorities for transit funding:

- a) Project purpose and need;
- b) Anticipated benefits;
- c) Degree to which a project will improve transit availability;
- d) Degree to which a project will improve level of service performance standards;
- e) Air Quality benefits;
- f) Overall cost effectiveness; and
- g) Leveraging of other funding sources.

2.5 Regional Planning

MCTC will provide a forum that will foster partnerships wherein the development of public transit services through Madera County will be accomplished. As part of the coordinated regional transportation system, MCTC will expand the continuing, cooperative, and consistent planning of the transportation system in MADERA.

MCTC will be responsible for the development of the regional planning documents such as the Regional Transportation Plan and the analysis and determination of Unmet Transit Needs. MADERA will have the opportunity to provide technical advice during the development of these regional planning documents through the MCTC committee structure.

As a critical part of the regional planning process, MADERA will assist MCTC with efforts to achieve regional goals including the requirement to assist in the attainment of federal air quality standards.

2.6 Application for Transit Funding

MADERA will prepare applications to the FTA for federal transit funding. MCTC will review the applications, consistency of projects with FTIP programming, and prepare a letter of concurrence if information is accurate. MADERA'S application for federal funding shall be consistent with the MCTC Regional Transportation Plan as required by federal guidelines. MADERA shall work with MCTC to develop consistent funding requests from all potential transit funding sources in order to prevent funding delays.

SECTION 3: FTIP Project Monitoring and Maintenance

3.1 Progress Reporting

The MCTC will be responsible for tracking the overall progress of all projects in the FTIP. MCTC will prepare a mid-year report for the MCTC Policy Board review that identifies those transit projects that have been programmed, and their status of completion (e.g. on schedule, behind schedule, or completed). In addition, as per TEA-21, MCTC is required to produce an annual list of projects for which federal funds have been obligated in the preceding year and will ensure that it is made available for public review.

MADERA will assist MCTC's effort to track the overall progress of FTIP projects by submitting a mid-year report that addresses the status of each project receiving federal funds. At a minimum, the report will include:

- a) Identify and correlate the documentation of projects to individual categories as identified in the FTIP (e.g., Operations, Planning, Capital Purchase, Facility Maintenance, Planning).
- b) Document the state of project implementation.
- c) If project is behind schedule, include the reasons for the delay.
- d) Status of amount of federal funding obligated, received, and used to support projects.
- e) Identify the need for FTIP amendment.

In addition to providing the above supporting documents, MADERA will forward to MCTC a final copy of all planning documents produced as a result of receiving FTA funding. This will assist MCTC in overall transit planning and ensure that FTA Section 5307 funds were used accordingly for planning purposes as per FTA's requirements. Documents need to be sent to the following address:

Attention: Patricia Taylor-Maley, Executive Director
 Madera County Transportation Commission
 1816 Howard Road, Suite 8
 Madera, California 93637

3.2 FTIP Amendments

MCTC's Executive Director will exercise the authority delegated by the MCTC Policy Board to process minor administrative amendments, involving for example, minor changes in the project scope, shifting of federal funds between projects phases within the triennial element of the FTIP.

As part of the mid-year report, or sooner if required, MADERA will alert MCTC to the need to amend the FTIP. In general, reasons for FTIP amendment includes, for example, funding shortfalls, delays in project implementation and/or new projects that need to be included in the document.

SECTION 4: MOU Amendment

This MOU may be amended by the written consent of both parties.


SECTION 5: MOU Termination


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

SECTION 6: Authorization of MOU

6.1 Authorization

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


 _____ 1/9/03
 DAVID TOOLEY Date
 City Administrator, City of Madera


 _____ 1/23/03
 PATRICIA TAYLOR-MALEY Date
 Executive Director, MCTC

APPROVE AS TO FORM:

Joseph A. Soldani 1/9/2003
JOSEPH SOLDANI Date
City Attorney, City of Madera

by James M. Gereche
Deputy 1/29/03
DAVID PRENTICE Date
Madera County Counsel

Appendix C – Glossary of Terms & Air Quality Screening Criteria (176a)

Air Quality Assessment Codes

1.00 SAFETY PROGRAMS
1.01 Railroad/highway crossing
1.02 Hazard Elimination Program
1.03 Safer non-Federal-aid system roads
1.04 Shoulder improvements
1.05 Increasing sight distance
1.06 Safety Improvement Program
1.07 Traffic control devices and operating assistance other than signalization projects
1.08 Railroad/highway crossing warning devices
1.09 Guardrails, median barriers, crash cushions
1.10 Pavement resurfacing and/or rehabilitation
1.11 Pavement marking demonstration
1.12 Emergency Relief (23 U.S.C. 125)
1.13 Fencing
1.14 Skid treatments
1.15 Safety roadside rest areas
1.16 Adding medians
1.17 Truck climbing lanes outside the urbanized area
1.18 Lighting improvements
1.19 Widening narrow pavements or reconstructing bridges
1.20 Emergency truck pullovers
2.00 MASS TRANSIT
2.01 Operating assistance to transit agencies
2.02 Purchase of support vehicles
2.03 Rehabilitation of transit vehicles
2.04 Purchase of office, shop, and operating equipment for existing facilities
2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)
2.06 Construction or renovation of power, signal, and communications systems
2.07 Construction of small passenger shelters and information kiosks
2.08 Reconstruction or renovation of transit buildings and structures
2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way
2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
3.00 AIR QUALITY
3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02 Bicycle and pedestrian facilities
4.00 LANDSCAPING/SIGNS
4.01 Specific activities which do not involve or lead directly to construction
4.05 Engineering to assess social, economic, and environment effects of the proposed action or alternatives to that action
4.06 Noise attenuation
4.07 Emergency or hardship advance land acquisitions (23 CFR 712.204(d))
4.08 Acquisition of scenic easements
4.09 Plantings, landscape, etc.
4.10 Sign removal
4.11 Directional and informational signs
4.12 Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)
4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase

5.00 OTHER
5.01 Intersection channelization projects
5.02 Intersection signalization projects at individual intersections
5.03 Changes in vertical and horizontal alignment
5.04 Interchange reconfiguration projects
5.05 Truck size and weight inspection stations
5.06 Bus terminals and transfer points
5.07 Traffic signal synchronization projects

Fund Type Codes

BR	Bridge Replacement
CMAQ	Congestion Mitigation & Air Quality
F	Federal
FCR	Flexible Congestion Relief
SHOPP	State Highway Operation & Protection Program
	<i>HA11</i> Equipment
	<i>HA12</i> Maintenance
	<i>HA13</i> Buildings
	<i>HA14</i> Toll Facilities
	<i>HA21</i> Bridge Restoration and Replacement
	<i>HA22</i> Roadway Reconstruction and Restoration
	<i>HA23</i> Major Damage Restoration
	<i>HA25</i> Highway Planting Restoration
	<i>HA26</i> Safety Roadside Rest Area Restoration
	<i>HA42</i> Protective Betterment
	<i>HA4S</i> Seismic Retrofit
	<i>HB1</i> Safety Improvements
	<i>HB312</i> School Noise Attenuation
	<i>HB32</i> Highway Planting
	<i>HB33</i> Safety Roadside Rest Area
	<i>HB34</i> Roadside Enhancement (Vista Points)
	<i>HB4N</i> Operational Improvements (Non-capacity Increasing)
HES	Hazard Elimination Safety
IM	Interstate Maintenance
ICR	Intercity Rail Program
IR	Interstate Rehabilitation
IRS	Interregional Road System
NH	National Highway System
Sec3	FTA Section 3 Grant
Sec9	FTA Section 9 Grant
Sec 5310	FTA Section 5310 Grant
Sec 5311	FTA Section 18 Grant
SND	Soundwall Program
State	State of California
STIP	State Transportation Improvement Program
	<i>IRS/HB4C</i> Interregional Road System/ Operational Improvements (Capacity Increasing)
	<i>IRS/HB4N</i> Interregional Road System/ Operational Improvements (Non-Capacity Increasing)
	<i>IRS/HE1</i> Interregional Road System/New Highway Construction
Local	Local Agency Funds
Meas A	Measure A Local Sales Tax
RRP	Railroad Grade Crossing Protection
RRS	Railroad/Highway Crossing
STP	Surface Transportation Program
TCI	Transit Capital Improvement Program
TSM	Traffic Systems Management

Glossary of Terms

ARB	Air Resources Board (State)
AQMP	Air Quality Maintenance Plan
CCAA	California Clean Air Act
CAA	Clean Air Act (Federal)
CARB	California Air Resources Board
Caltrans	California Department of Transportation
CIP	Capital Improvement Program
CMA	Congestion Management Agency (State Designation)
CMAQ	Congestion Mitigation & Air Quality Improvement Program (under ISTEA)
CMP	Congestion Management Program (State)
CMS	Congestion Management System (Federal)
COFCG	Council of Fresno County Governments
COG	Council of Governments
CTC	California Transportation Commission
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
IIP	Interregional Improvement Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
KCOG	Kern County Council of Governments
KCRPA	Kings County Regional Planning Agency
LTC	Local Transportation Commission (County)
MCAG	Merced County Association of Governments
MCTC	Madera County Transportation Commission
MPO	Metropolitan Planning Organization (Federal/State Designation)
NAAQS	National Ambient Air Quality Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency (State Designation)
SAAG	Stanislaus Area Association of Governments
SIP	State Implementation Plan
SJCCOG	San Joaquin County Council of Governments
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
STP	Surface Transportation Program (under ISTEA)
TCAG	Tulare County Association of Governments
TE	Transportation Enhancement program
TEA 21	Transportation Equity Efficiency Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area (Federal Designation)
U.S. DOT	United States Department of Transportation

Appendix D – FTIP Amendment Guidelines

Procedures for Federal – Statewide Transportation Improvement Program (FSTIP) Amendments and Administrative Modifications

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP). In accordance with the provisions of 23 CFR 450, Federal Transportation Improvement Programs (FTIP) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the FSTIP and, as such, these procedures are also applicable to FTIPs.

In accordance with 23 CFR 450.216(c), projects in the recognized four-year period of the FSTIP may be delivered in any of the FSTIP program years subject to the project selection requirements of 23 CFR 450.222. Such modifications do not require approval, provided expedited project selection procedures have been adopted in accordance with 23 CFR 450.332 and the required interagency consultation or coordination is accomplished and documented. These changes should be accounted for through subsequent amendments or modifications to the FSTIP/FTIPs. Changes to illustrative projects or others that have been included for informational purposes only do not require administrative modifications or amendments.

1. Definitions:

- A. Administrative modifications are minor changes to the FSTIP/FTIP that do not require a conformity determination, a demonstration of fiscal constraint or a public review and comment period. Administrative modifications can be processed in accordance with these procedures provided that they:
- i. Revise a project description without changing the project scope or conflicting with the environmental document;
 - ii. Revise the funding amount listed for projects or project phases. Additional funding is limited to the lesser of 25 percent of the total project cost or \$5 million, and programming capacity has to be available in the FSTIP/FTIP prior to programming the modification, and documented in the support materials;
 - iii. Cost decreases have no cap, however, the request to reduce the cost must originate from the project sponsor and include an explanation for the decrease;
 - iv. Change sources of funds;
 - v. Change a project lead agency;
 - vi. Program federal funds for Advance Construction conversion;
 - vii. Change program year of funds with the 4-year FTIP/FSTIP, provided Expedited Project Selection Procedures are in place;
 - viii. Split or combine individually listed projects, provided cost, schedule and scope remain unchanged;
 - ix. Change required information for grouped or lump sum project listings; or,
 - x. Add or delete projects from grouped or lump sum project listings provided the funding amounts stay within the funding change guidelines above (see Section ii).
 - xi. Administrative modifications are allowed for the re-programming of projects for which CMAQ funds were transferred to FTA in the prior FTIP and the FTA had not approved the grant yet. The project can be programmed in the current FTIP via administrative modification as long as there is no change in the original scope or cost, and the project needs to be programmed with “FTA 5307 (CMAQ Transfer Funds)” in the FTIP.

- xii. Administrative modifications may be used for programming FTA projects from the previous FTIP. The project can be programmed into the current FTIP via administrative modification as long as there is no change in the original scope or cost. Prior year funding must be differentiated from the current year funding by including narrative in the project description (or in "CTIPS MPO Comments" section) stated the year, amount and nature of the prior year funds.
- xiii. Make minor changes to the FTA funded grouped project listings. Minor changes include changing the number of transit vehicles purchased by 20% or less and changes to the fuel type of transit vehicles. MPO needs to take the change through its interagency consultation procedures to confirm that the change in scope is minor.

B) Amendments or Formal Amendments are all other modifications to FSTIP/TIP that are not Administrative Actions.

2. Procedures:

A. Administrative Modifications

Each MPO-approved administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. If the MPO Board has delegated approval of administrative modifications to the MPO Executive Director, the MPO will need to provide copies of the delegation to Caltrans, FHWA, and FTA.

The MPO will provide copies of administrative modifications submitted to Caltrans for approval to FHWA and/or FTA for informational purposes. In addition, the MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, on behalf of the Governor, the administrative modification will be incorporated into the FSTIP and no Federal action will be required. Caltrans will notify the MPO, FHWA and FTA of the approved administrative modification.

B. Amendments

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the FHWA and/or FTA in accordance with 23 CFR 450.218, 23 CFR 450.328 and the July 15, 2004 MOU between FHWA – CA and FTA Region 9. Each MPO-approved amendment will be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once approved by Caltrans on behalf of the Governor, Caltrans will forward the amendment to FHWA and/or FTA for Federal approval. Once approved by FHWA and/or FTA, the amendment will be incorporated into the FSTIP. The FHWA and/or FTA approval letter will be addressed to Caltrans, with copies sent to the MPO.

3. Dispute Resolution

If a question arises on the interpretation of what constitutes an administrative modification or amendment, Caltrans, the MPO, FHWA and FTA will consult with each other to resolve the question. If after consultation, the parties disagree regarding what constitutes an administrative modification or amendment, the final decision rests with the FTA for transit projects and FHWA for highway projects.

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Appendix E – Federally Funded Projects that Implement Approved TCM’s

Federally Funded Projects that Implement Approved TCMS

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
TCM1 - Traffic Flow Improvements					
MADCITY	MAD202063	22100000245	Cleveland Schnoor	Dual Left Turn Lanes	\$342,000 1.19
TCM2 - Public Transit					
MADCO	MAD113037	22100000268	MCC	Operating Assistance	\$462,000 2.01
MADCO	MAD113038	22100000269	MCC	Operating Assistance	\$462,000 2.01
MADCO	MAD113039	22100000297	MCC	Operating Assistance	\$462,000 2.01
MADCO	MAD113040	22100000298	MCC	Operating Assistance	\$462,000 2.01
MADCITY	MAD213073	22100000257	DAR	Operating Assistance	\$726,000 2.01
MADCITY	MAD213074	22100000258	MAX	Operating Assistance	\$830,000 2.01
MADCITY	MAD213075	22100000259	Intermodal Center	Operating Assistance	\$70,000 2.01
MADCITY	MAD213077	22100000261	DAR	Operating Assistance	\$742,000 2.01
MADCITY	MAD213078	22100000262	MAX	Operating Assistance	\$846,000 2.01
MADCITY	MAD213079	22100000263	Intermodal Center	Operating Assistance	\$70,000 2.01
MADCITY	MAD213085	22100000299	DAR	Operating Assistance	\$756,056 2.01
MADCITY	MAD213086	22100000300	MAX	Operating Assistance	\$862,000 2.01
MADCITY	MAD213088	22100000301	Intermodal Center	Operating Assistance	\$70,000 2.01
MADCITY	MAD213087	22100000302	DAR	Operating Assistance	\$772,000 2.01
MADCITY	MAD213089	22100000303	MAX	Operating Assistance	\$880,000 2.01
MADCITY	MAD213090	22100000304	Intermodal Center	Operating Assistance	\$70,000 2.01
MADCITY	MAD216001	22100000273	MAX JET Express - Operating Assistance	\$66,000 2.01	
MADCITY	MAD217001	22100000274	MAX JET Express - Operating Assistance	\$4,000 2.01	
CHOWCITY	MAD313032	22100000266	CATX	Operating Assistance	\$328,000 2.01
CHOWCITY	MAD313033	22100000267	CATX	Operating Assistance	\$337,000 2.01
CHOWCITY	MAD313034	22100000295	CATX	Operating Assistance	\$346,000 2.01
CHOWCITY	MAD313035	22100000296	CATX	Operating Assistance	\$355,000 2.01
TCM3 - Bicycle/Pedestrian Program					
MADCO	MAD102059	22100000285	Road 225	Construct Pedestrian Facilities	\$181,550 3.02
MADCO	MAD102045	22100000156	Road 426	Construct Pedestrian Facilities	\$89,000 0.00
MADCITY	MAD202046	22100000160	Fresno River Trail	Construct Bike/Ped Undercrossing	\$560,000 3.02
MADCITY	MAD202062	22100000194	Fresno River Trail	Construct Bike/Ped Undercrossing	\$384,000 3.02
MADCITY	MAD202069	22100000284	Tulare St, Cleveland, Raymond Rd	Class I, II Bicycle Facilities	\$311,000 0.00
CHOWCITY	MAD302048	22100000203	School	Construct Pedestrian Facilities	\$325,000 3.02
TCM5 - Alternative Fuels Program					
CHOWCITY	MAD302055	22100000294	Chowchilla	Alternative Fuel Fleet Vehicle	\$62,126 0.00
MADCITY	MAD202067	22100000282	Madera	1 Diesel Front End Loader	Fleet Conversion \$158,000 0.00
MADCITY	MAD202071	22100000292	Madera	1 CNG replacement Water Truck	Fleet Conversion \$187,000 0.00
MADCITY	MAD202070	22100000291	Madera	1 CNG replacement Heavy Duty Dump Truck	Fleet Conversion \$188,000 0.00
MADCITY	MAD202068	22100000283	Madera	Purchase and install 1 CNG Compressor	Fleet Conversion \$335,000 0.00
MUSD	MAD502013	22100000287	MUSD	4 CNG School Buses	Fleet Conversion \$843,000 0.00

*Appendix F – Excerpt “2011 Regional Transportation Plan; Financial Element
V. FINANCIAL ELEMENT*

INTRODUCTION

This chapter provides a long-range view of proposed transportation projects within Madera County and how they will be funded. This plan is required to be “financially constrained” reflecting those projects that can be funded based on projected revenues rather than a “wish list” of projects. The challenge posed by this plan is how to sustain and develop an effective transportation infrastructure in Madera County as it experiences dynamic economic and demographic change over the next twenty-five years and limited transportation revenues.

The focus of this section is to project the realistic implementation of planned transportation projects within a financially-constrained scenario. Projections of potential federal, State, and local funding are included along with projected costs of proposed transportation projects through 2035 based upon the goals and objectives referenced in Chapter III and the analysis of needs identified in Chapter IV. A comprehensive overview of existing and potential sources of transportation funding also is provided in Appendix E of this plan. This section was developed based on significant collaborative efforts with Madera County jurisdictions to best reflect desired projects by region. Technical plans and studies and General Plan Elements for jurisdictions within Madera County also support this effort to implement the various transportation modes.

Madera County’s multi-modal transportation system will need to be maintained and enhanced to meet mobility needs and people and goods for the twenty-five year horizon of this plan. Specific emphasis is placed on maintaining, rehabilitating, and operating the existing multi-modal transportation infrastructure balanced with enhanced new streets and roads capacity, expanded public transit services, and other supportive transportation modes, including bicycle, pedestrian, aviation, and rail.

PROJECTED REVENUES

A realistic revenue projection is required to determine how many proposed projects can be fully funded through 2035. Traditional or historical transportation funds are available through a variety of sources. Many funds, however, are restricted in their use. The following revenue sources were assumed to be available and projected for purposes of this plan:

Federal

- Regional Surface Transportation Program (RSTP)
- Transportation Enhancement (TE)
- Highway Bridge Replacement and Rehabilitation (HBRR)
- Section 5307
- Section 5311
- Congestion Mitigation Air Quality (CMAQ)

State

- State Transportation Improvement Program (STIP)
- State Gas Tax
- State Highway Operation and Protection Program (SHOPP)
- Caltrans – Interregional Transportation Improvement Program (ITIP)
- Prop 1B Bond Programs (SR 99, SLPP, PTMISEA, TSSSDRA)

Local

- Measure T – ½% Local Sales Tax
- Local Transportation Fund (LTF)
- Local Agency Impact Fees

Table 5-1

2011 RTP Revenue Sources

2011 RTP Revenue (\$1,000)	2011-2020	2021-2035	Total
State Highway Account Funds			
SHOPP	\$ 70,054	\$ -	\$ 70,054
STIP	\$ 48,970	\$ 115,380	\$ 164,350
ITIP	\$ 145,011	\$ 160,571	\$ 305,582
Local Assistance			
CMAQ	\$ 20,146	\$ 54,215	\$ 74,361
RSTP	\$ 17,998	\$ 50,295	\$ 68,293
Federal Transit Funds			
5307 – Urbanized Area Formula	\$ 13,652	\$ 32,650	\$ 46,302
5311 – NonUrbanized Area Formula	\$ 3,717	\$ 10,371	\$ 14,088
Other State Transportation Funds			
State Bond (SR 99 Fund)	\$ 48,400	\$ -	\$ 48,400
State Bond (Transit)	\$ 5,742	\$ -	\$ 5,742
State Bond (SLPP)	\$ 2,292	\$ -	\$ 2,292
Local Funds			
LTF	\$ 43,918	\$ 122,731	\$ 166,649
Measure T	\$ 101,829	\$ 95,906	\$ 197,735
Impact Fees	\$ 224,793	\$ 364,165	\$ 588,958
Total Revenue	\$ 746,522	\$ 1,006,284	\$ 1,752,806

In developing the countywide revenue projections, a number of key assumptions were made, as follows:

Revenue Assumptions

- ◆ Revenues that historically have been constant and reliable are reflected through 2035 for all modes.
- ◆ Projections assume continuation of SAFETEA-LU programs (i.e., RSTP, TE, CMAQ) in a new Federal transportation authorization with historical program revenue allocations.
- ◆ State revenues (i.e., STIP, gas tax, LTF) are expected to be available at historical funding levels for all modes.
- ◆ The first four years of the RTP revenue estimate are consistent with the 4-year STIP fund estimate.
- ◆ The Madera County Measure T - Local Sales Tax is assumed to sunset in 2027.
- ◆ A 3% annual inflation rate is assumed for all revenue sources.

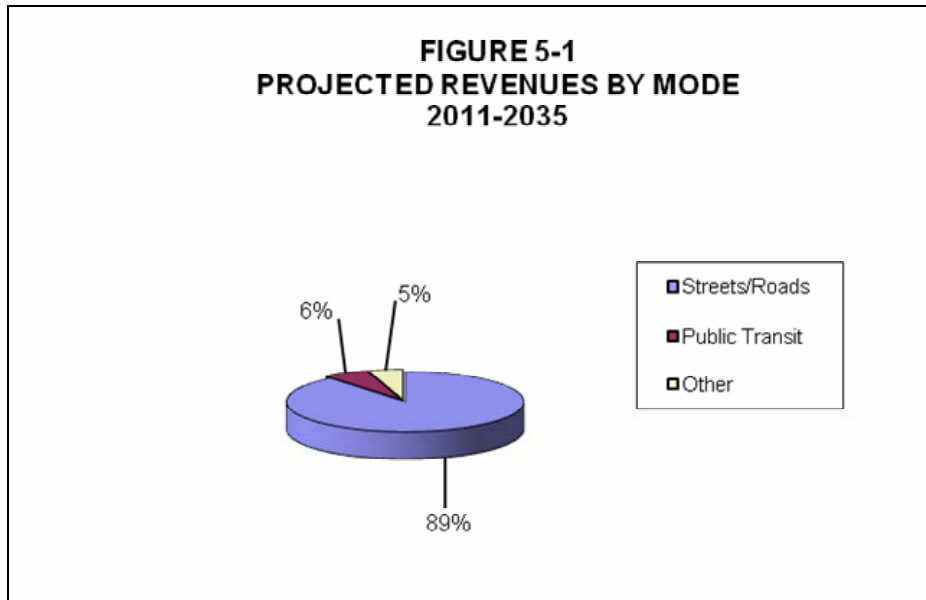
As reflected in Table 5-2, the cumulative transportation revenues for all modes are projected at \$746.5 million by 2020 and \$1,006.3 million by 2035 for a total of \$1,752.8 million over the next 25 years.

TABLE 5-2
Revenues by Mode
(\$ Million)

MODE	FY 2011-20	FY 2021-35	TOTAL
Streets & Roads	\$685.4	\$875.2	\$1,560.6
Public Transit	\$38.1	\$69.8	\$107.9
Other*	\$23.0	\$61.2	\$84.2
Total	\$746.5	\$1,006.3	\$1,752.8

* “Other” includes non-motorized (bicycle and pedestrian), alternative-fuel vehicle projects, etc.

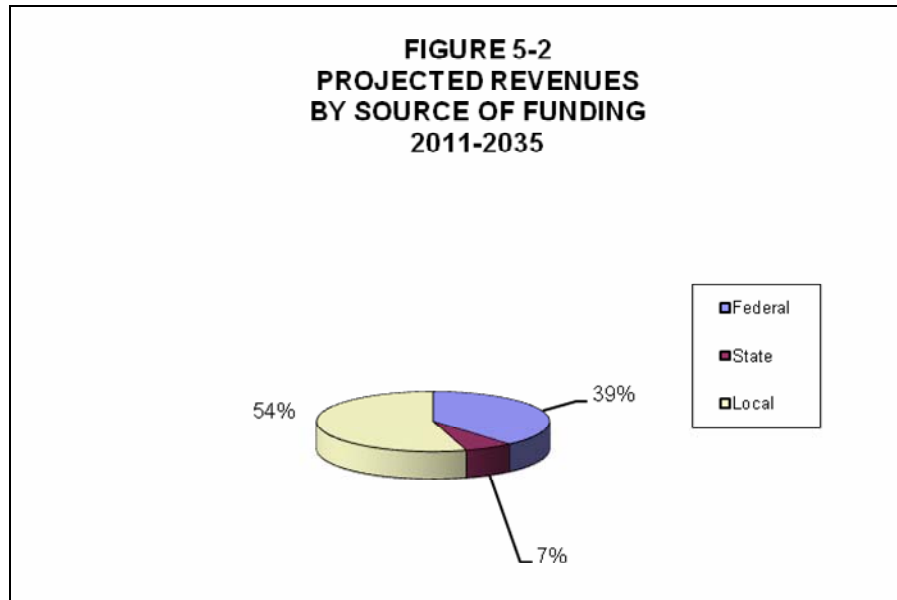
Figure 5-1 shows that \$1,560.6 million or 89 percent of projected revenue through 2035 will be expended on streets and roads; \$107.9 million or 6 percent on public transit; and \$84.2 million or 5.0 percent on other transportation projects, such as bicycle, pedestrian, and alternative-fuel projects.



Local funds will be the greatest source of transportation funding for Madera County at \$953.3 million or 54% of total revenues, as shown in Table 5-3 and Figure 5-2. Federal funds will be the second greatest at \$681.1 million or 39% of total revenues, while State funds are projected at \$118.4 million or 7% of total revenues.

**TABLE 5-3
Revenues by Source of Funding
2011 - 2035
(\$ Millions)**

Project Type	Federal	State	Local	Total
Streets & Roads	\$546.3	\$110.3	\$904.0	\$1,560.6
Public Transit	\$60.4	\$8.0	\$39.5	\$107.9
Other	\$74.4	\$0.0	\$9.8	\$84.2
Total	\$681.1	\$118.4	\$953.3	\$1,752.8
% of Total	39%	7%	54%	100%



PROJECTED EXPENDITURES

Expenditures were projected based on transportation projects planned by Madera County, City of Madera, City of Chowchilla, and Caltrans. Key assumptions used in projecting expenditures include the following:

- ◆ Local Transportation Funds (LTF) for streets and roads and funds are expended in the operating and maintenance category.
- ◆ Transit operating expansion will occur at five-year intervals while transit capital improvements reflect replacement as vehicles exceed their useful life with additional vehicles as expansion occurs.
- ◆ Expenditures assume continuation of SAFETEA-LU programs (i.e., RSTP, TE, CMAQ) in a new Federal transportation authorization with historical program revenue allocations and availability of state revenues.
- ◆ The Madera County Measure T - Local Sales Tax is assumed to sunset in 2027.
- ◆ A 3% annual inflation rate is assumed for all expenditures, reflecting “Year of Expenditure” cost estimates for each project.

Table 5-4 and Figure 5-3 reflect projected expenditures by transportation mode through 2035. As shown, total expenditures in Year of Expenditure dollars through 2035 for streets and roads are projected at \$1,560.6 million or 89% of expenditures, public transit at \$107.9 million or 6%, and other projects at \$84.2 million or 5%.

TABLE 5-4

Transportation Expenditures by Mode

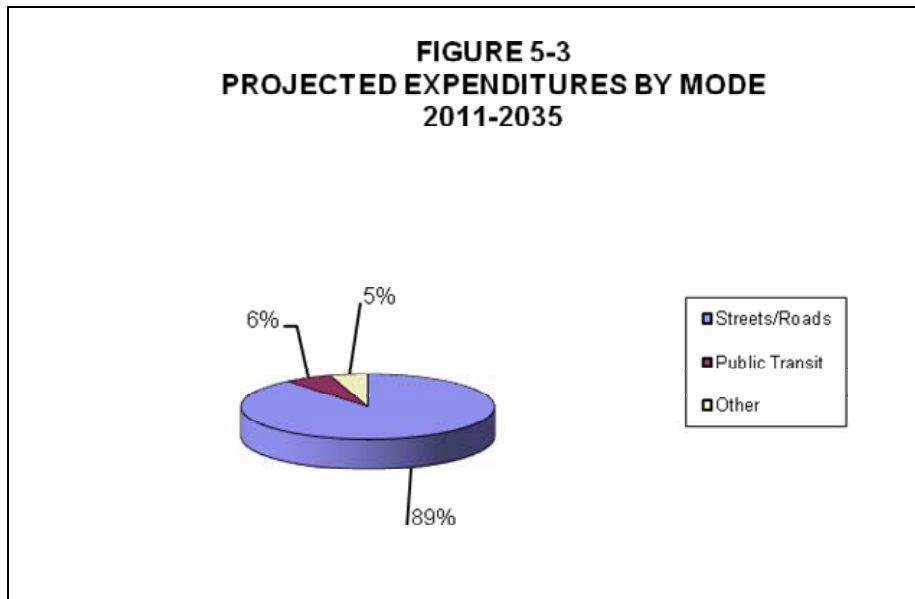
Madera County Transportation Commission

2011 – 2035

(\$ Million)

MODE	FY 2011-20	FY 2021-35	TOTAL
Streets & Roads – Rehab & Safety	\$511.4	\$675.3	\$1,165.3
Streets & Roads – Capacity Increasing	\$109.6	\$41.0	\$152.8
Streets & Roads – Operations/Mtn.	\$64.4	\$158.9	\$242.5
Subtotal: Streets & Roads	\$685.5	\$875.2	\$1,560.7
Public Transit – Operating	\$31.4	\$52.1	\$83.5
Public Transit – Capital	\$6.7	\$17.7	\$24.4
Subtotal: Public Transit	\$38.1	\$69.8	\$107.9
Other*	\$23.0	\$61.2	\$84.2
Total	\$746.5	\$1,006.3	\$1,752.8

* “Other” includes non-motorized (bicycle and pedestrian), aviation, alternative-fuel vehicle projects, etc.



FINANCIALLY-CONSTRAINED PLAN

Consistent with requirements for a financially constrained plan, this 2011 RTP maintains and enhances the existing transportation system by funding an array of multi-modal projects planned throughout Madera County. Projects submitted by each jurisdiction within the County were developed under a constrained scenario and therefore are fully funded under this plan.

As shown on Table 5-5, this plan identifies projected Countywide 25-year transportation revenues of \$1,752.8 million based on historical funding sources. Total expenditures over that same period are estimated at \$1,752.8 million resulting in a surplus of \$0.0 million in revenues.

TABLE 5-5
Summary of Countywide Revenues and Expenditures
2011 – 2035
(\$ Millions)

Project Type	Revenues	Expenditures	Balance
Streets & Roads	\$1560.6	\$1560.6	\$0.0
Public Transportation	\$107.9	\$107.9	\$0.0
Other	\$84.2	\$84.2	\$0.0
Total	\$1,752.8	\$1,752.8	\$0.0

Measure T Impacts

The 2004 RTP Project Prioritization Study identified \$550 million in unfunded capacity increasing projects in Madera County. These projects are needed to correct LOS deficiencies forecasted in 2030 by the MCTC Travel Model. The 20-year Measure T Expenditure Plan (approved by the voters in November 2006) provides an estimated \$210 million in revenues for regional capacity increasing projects. Although Measure T revenues are not sufficient enough to close the funding gap, local sales tax dollars are key to the ability of MCTC to leverage other federal and state dollars.

This revenue shortfall signifies that challenges lie ahead through 2035 to meet the projected growth and increased demands on Madera County’s transportation network. The potential revenue shortfalls also point to the need for efficient and timely project implementation to maximize forecasted revenue and to be well positioned to receive potential future federal and State funds. Clearly, the goal of achieving a fully implemented regional transportation plan that will vastly improve the quality of life in Madera County will be a significant challenge without the infusion of increased revenues from existing and other new sources.

UNCONSTRAINED PROJECTS

Table 5-6 provides a list of needed capacity increasing projects that cannot be funded within the twenty-five year timeframe of the RTP. MCTC, Caltrans, and the local agencies should work cooperatively to identify appropriate funding sources to consider programming the projects.

Appendix G – Madera County Transportation Commission Expedited Project Selection Process

FTIP “Expedited Project Selection Procedures”

The State, the Madera County Transportation Commission and transit operators have implemented a project selection process for its Federal Transportation Improvement Program (FTIP) as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC), and as outlined on the following table. The State, the Madera County Transportation Commission and transit operators have selected all of the projects in the first four years of the FTIP based on the attached table for Project Selection Procedures. It has been agreed by all member agencies represented by the Madera County Transportation Commission, the California Department of Transportation (Caltrans), and the transit operators per 23 CFR 450.332, that the projects within the first four years of the FTIP may be advanced within the Four-Year Element (Element) of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined below.

The projects within the State Transportation Improvement Program (STIP) may be advanced subject to amendments approved by the California Transportation Commission CTC to the STIP.

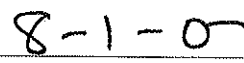
The projects funded within the RSTP (Exchanged for State Only Funding) and CMAQ program may be moved subject to the Madera County Transportation Commission Expedite Projects Selection Process (attached).

MCTC and Caltrans agree that the Caltrans Program Managers for the following programs may implement projects within the four year FSTIP element without amending the FTIP/FSTIP.

- State Highway Operation and Protection Program (SHOPP)
- Highway Bridge Program (HBP)
- Hazard Elimination and Safety Program (HES)
- Safe Routes to School Program (SRTS/ SR2S)
- High Risk Rural Roads Program (HRRR)
- Section 130 - STP Railroad Program
- Highway Safety Improvement Program (HSIP)

Madera County Transportation Commission designates Executive Director Patricia Taylor to sign below acknowledging that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP.


Patricia Taylor, Executive Director


Date:

Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/ cooperating Agency
TMA MPO	Projects funded with title 23 and Federal Transit Act funds-except: projects on the, NHS, HBP, IM and FLHP funded projects	MPO	Consultation	State and Transit Operator
	Projects on the Highway-Railroad Grade Separation, NHS, and projects funded under the HBP and IM programs	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

Madera County Transportation Commission Expedited Project Selection Process

The MCTC Policy Board hereby establishes guidelines for programming the Surface Transportation (STP) (RSTP funds are exchanged for State Only funding) Congestion Mitigation and Air Quality (CMAQ) program to insure timely project delivery within federal and state funding deadlines.

It is understood by all MCTC member agencies, which includes all public transit operators within Madera County, that while the following discussion of project placement within the Four-Year Element explains the method used for initial placement of the regions projects within the FTIP, approval of this “Expedited Project Selection” process will provide the MCTC Policy Board the flexibility to alter the order of projects within the Four-Year Element of the FTIP to fit the priorities and needs of the transportation program in Madera County without “Formal” or “Administrative” amendments to the approved FTIP. In order to prevent the loss of obligation authority to other regions of the State and to position Madera County to access additional Statewide and National obligation authority, Madera County regional obligation authority will be available to any programmed project in the FTIP based on the ability to deliver the project during the current fiscal year.

It is the responsibility of the implementing agency at the time of programming to understand the requirements and procedures for authorizing a project through Caltrans Local Programs and insure the deadlines and provisions of project delivery can be met.

MCTC staff will actively monitor all CMAQ projects regarding the funding authorization, implementation schedule, and obligation status in order to identify delivery issues as they arise and make determinations on project placement in the FTIP based on this policy. Appeals to this decision process must be taken through the MCTC committee process to the policy board.

Projects Eligible for Programming

To be eligible for programming in the FTIP a project must be included in a list of Lifeline and/or Regional Bid projects authorized by the MCTC Board. MCTC staff will endeavor to provide targets for Lifeline and Regional Bid programs based on estimated apportionments during the life of the federal-aid appropriation.

Lifeline – Lifeline targets are authorized in advance at the beginning of the federal-aid highway act appropriation cycle by applying a Policy Board approved percentage of the total estimated multi year appropriation for each member agency. Lifeline is a guaranteed amount available to each member based on the members population share. Once established for a Federal Aid bill cycle, the Lifeline allocation remains the same throughout the life of the Act. A member agency can choose when and which projects to program with lifeline funding subject to federal eligibility requirements, FTIP Amendment procedures/policies, and programming capacity in the FTIP. Lifeline can be programmed up front, a portion can be set aside to develop future projects or an amount can be left in reserve to provide for cost over runs for other projects. Members may move Lifeline funding from project to project to fit their internal program requirements. Project savings from closed out lifeline projects are vested with the member and can be moved to other projects that meet Federal regulations for the type of funding involved.

Regional Bid – *Regional Bid pot targets are determined by estimating the residual remaining in the federal-aid appropriation after the Lifeline amounts are calculated. Regional Bid projects are selected in two cycles by a “Call For Projects” process with the first cycle occurring towards the beginning of the federal-aid appropriation and the second cycle toward the middle. Supplemental cycles may be required toward the end of the federal-aid appropriation to adjust for differences in actual appropriation. The selection and scoring criteria to identify these projects has been adopted by the MCTC Policy Board through an extensive regional consensus process in conformance with 23 CFR 450.332. Once selected on regional merits, a Regional Bid project should be delivered. A project sponsor may apply Lifeline to a Regional Bid project but not the reverse. Regional Bid funds from a canceled project, or project savings from closed out Regional Bid projects do not vest with the project sponsor; these funds will be returned to the Regional Bid pot to be applied to the next CMAQ Cycle “Call for Projects”.*

Programming the FTIP

Working through the MCTC regional consensus process, staff will program the authorized list of eligible Lifeline and Regional Bid projects in the Four-Year Element of the FTIP until all available programming capacity has been consumed. The remaining projects are then programmed in the “Out Years” of the FTIP. As additional programming capacity becomes available, the “Out Year” projects provide a pool of authorized projects to move into the Four-Year Element. To move Out Year projects into the Four-Year Element requires a formal FTIP amendment including a finding of Financial Constraint on the entire FTIP.

When determining the split between projects in the Four-Year Element and Out Years various factors may be considered.

- The status of the project as a Lifeline or Regional Bid project
- The priority assigned the project on the Call for Projects list.
- The phasing and deliverability schedule of the project or project phase.
- The status of previously programmed project phases.
- The status of the project as a Capital Procurement or Transit Operations (CMAQ).
- The track record of the project sponsor in delivering projects on schedule.
- The status of the project as having been previously programmed in the Four-Year Element or Out Years.

Placement in the Four-Year Element

To be considered for placement in the Four-Year Element of the FTIP a project sponsor must submit an implementation schedule by year showing a logical planned obligation of the various phases (PE, ROW, Construction). Failure to adhere to this schedule may result in the project being rescheduled. Criteria for this implementation schedule should include but not be limited to;

- Securing political commitments and authorization from local boards
- Securing required matching funds
- Fulfilling the requirements of Caltrans Local Programs
- Securing required permits, certifications, and waivers
- Completion of preliminary environmental and design studies
- Right of way certification
- Completion of final design
- Readiness to bid construction

Depending on the requirements of the project, the implementation schedule may be simple or quite complex. MCTC staff will schedule the projects in the Four-Year Element based on this implementation schedule subject to the availability of programming capacity.

Projects with multiple phases (PE, ROW, Construction) must have a reasonable expectation that the preliminary phases can be completed prior to programming subsequent phases in the current Element Year. Project Sponsors must be cognizant of Local Programs requirements affecting the phasing of their projects. For instance, a project cannot proceed to final design, right of way acquisition, or construction until a Preliminary Environmental Study (PES) identifies the environmental condition of the project area and proposes mitigation if required. Furthermore, final construction cannot begin until Caltrans issues an environmental certification (if required), the local agency has certified Right of Way (if included) and final plans and specs have been submitted to Caltrans along with a PSE checklist. It follows that any project with significant environmental mitigation requirements identified on the PES, unresolved Right of Way issues, or issues with final design can not be obligated for the affected project phase until those issues are resolved. Project sponsors must identify those issues that can delay their project and document a reasonable expectation, schedule and commitment to complete required preliminary phases before requesting subsequent project phases be placed in the current Element Year.

Lump sums programmed in the Four-Year Element must be accompanied by a detailed list identifying the specific deliverable project phases of the Lump sum. Lump sum project sponsors must be able to demonstrate the deliverability of the individual projects and project phases.

Failure to Deliver

Projects that are programmed in the current Element year that fail to obligate on schedule represent a potential loss of Apportionment to the region unless another project advances to use the available Apportionment. For this reason if a project falls behind in schedule it may be necessary to replace it with another project that has a reasonable chance of obligating. Depending on the apparent demonstrated commitment of the project sponsor to deliver the project; the nature of the delay; and, the availability of

programming capacity in the Four-Year Element the project may be rescheduled to the second, third, or fourth Element year or to the Out Years.

The FTIP is completely revised every four years. At the end of the first year, projects in the first Element Year that did not obligate or move back are considered “Prior Year” projects. In order to obligate those projects in the subsequent year an administrative amendment must be processed transferring the projects back into the new current Element Year. However, at the end of the fourth year when the FTIP is revised, all Prior Year projects must be reprogrammed in the Four-Year Element or they become “Out Year” projects.

Loss of Funds through AB 1012 or decreased apportionment.

AB 1012 is apportionment specific. The MPO has three years including the year of apportionment to obligate each apportionment (i.e. the 2004/05 apportionment expires at the end of the 2006/07 fiscal year). The estimated amount of available apportionments is calculated when setting the Lifeline and Regional Bid targets. Should actual apportionments come in significantly lower than those estimates, or should delayed project delivery cause a loss of apportionments via AB 1012, staff will re-estimate the capacity to deliver the program using remaining apportionments. If this results in removing projects from the pool of Lifeline and Regional Bid project list, staff will identify candidate projects for the MCTC Policy Board to consider for removal. Factors to be considered when identifying projects for removal will include the age of the project and failure to meet committed scheduling.

Project Obligation, Implementation and Close Out

Projects have seven years (state requirement) from the first obligation to proceed to completion and close out. A one time, one year extension may be requested. Projects that lapse unclosed may be subject to repayment by the local sponsoring agency of federal funds to the funding agency.

Appendix H – Public Notice and Response to Comments

MCTC Response to Comments

Federal Highway Administration California Division

23 CFR 450.342 Development and content of the transportation improvement program

Response

- *Consistency with other documents updated on Page 8 and 12*
- *Financial Plan – thank you*
- *Op and Maintenance discussion included on page 12*

23 CFR 450.316 Interested parties, participation and consultation

- MCTC Public Participation Plan included as Appendix K
- Public comment and response section updated

Other FTIP comments

- Graphics and visualization – thank you
- Financial templates – thank you
- Valley-wide format – thank you

Caltrans Division of Transportation Programming

General Comments

1. Updated references to state 4-year period
2. Included the latest Procedures for FTIP Modification
3. Op and Maintenance Costs included on page 12
4. Projects updated to reflect total project cost
5. Projects listed for environmental approval updated
6. Link to PPP included on page 1 and included as Appendix K
7. Link to FTIP included on page 1
8. Reconciliation for STIP and SHOPP will be done in Amendment No. 1
9. Grouped Project descriptions updated

Financial Summary Tables

1. CMAQ revenues updated
2. Latest Financial Summary will be transmitted in Excel format
3. Referencee to ARRA removed
4. FTA 5307 and 5311 updated
5. FTA 5307 corrected
6. Retracted

CMAQ Program Projects

1. Programming adjusted to equal to or be greater than 11.47 percent (rounded to nearest 1000)
2. Projects updated to include total project cost
3. Local match adjusted accordingly
4. Updated to reflect PE and CON only for a second fast-fill CNG compressor for the City of Madera CNG fueling facility

Grouped Project

1. Retracted
2. HBP revised to included 100% federal funds
3. Group Project descriptions updated
4. MAD420002 removed from project listing

STIP

1. Reconciliation for 2010 STIP will be done in Amendment No. 1



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 21, 2010

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Ms. Patricia Taylor
Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637

SUBJECT: MCTC Draft FY 2011 FTIP/RTP Comments

Dear Ms. Taylor:

Thank you for submitting MCTC's Draft 2011 FTIP and RTP for our comments.

Federal Transportation Improvement Program

23 CFR 450.324 Development and content of the transportation improvement program

- On page 8 in the section "Consistency With Other Documents" a statement is made that FHWA approves the RTP. This is not accurate; FHWA's approval action is not taken on the RTP but on the FTIP upon which it is based and, in the San Joaquin Valley, on the accompanying air quality conformity analysis. FHWA requires the development of the RTP as part of the planning process and as a basis for developing the FTIP. A similar statement on federal approval of the 2011 RTP in November 2010 on the bottom on page 12 is also not accurate for the above reason.
- In the Financial Plan starting on page 11, good bullet list summary of the assumptions used to develop the Financial Plan. Good practice on showing all the growth rates for revenues and inflation rates for projects on page 12.
- Appendix F provides comprehensive backup documentation of how the financial plan was developed. One minor improvement MCTC should consider for its next FTIP would be either moving or duplicating the Operations and Maintenance discussion to the main part of the FTIP document. Maintaining the transportation system in a good state of repair and operation is just as important as building new facilities and should receive equal consideration in the Financial Plan discussion.



23 CFR 450.316 Interested parties, participation and consultation

- The bottom of page 7 includes a brief reference to public involvement opportunities and MCTC's process in FTIP development and includes an Appendix H – Public Notice and Response to Comments to document comments received on the FTIP. FHWA believes that the future FTIP document could be improved by including a more robust discussion of the public involvement process either in the main body of the FTIP document, or, to take advantage of the Appendices to include, for example, the adopted MCTC Public Participation Plan (as other San Joaquin Valley MPOs have done).
- Will Appendix H include a narrative description of the public comment process – meetings held, notices issued, and results/responses to comment – when the FTIP is finalized?

Other FTIP comments

- Excellent use of graphics to visualize communicate transportation planning information throughout the document and particularly in Appendix F which contains the financial plan assumptions; also good practice to cross-reference the financial plan assumptions from the 2011 RTP in Appendix F.
- Good practice of including the financial templates in the Financial Plan section of the main document rather than breaking them out as a separate section.
- Good practice of using the unitary Valley-wide format for project listing information.

Regional Transportation Plan

23 CFR 450.322 Development and content of the metropolitan transportation plan

- Excellent and comprehensive Executive Summary. The entire planning process is well-documented; in particular, public participation efforts that have taken place in regional planning since 2001 (including Blueprint Planning, which was a state initiative).
- Good use of graphics and tables in showing the Level-of-Service Analysis starting on page 2-6. This highly technical information from the Highway Capacity Manual is presented in a straightforward manner that is easy to read and understand. The subsequent section on transit needs is also well-written.
- On page 3-1 it is noted that the RTP Steering Committee evaluated the SAFETEA-LU planning factors in developing the Policy Element. For future RTP updates, MCTC may wish to consider including a matrix that shows how the Policy Elements, Goals and Objectives are linked to a given federal planning factor. We do note that page 3-12 features a matrix showing the relationship of Goals and Objectives to Actions in regards to the 2011 MCTC RTP, and this could be further built upon.

CALTRANS HQ Programming

To expedite the review of your final 2011 FTIP, please prepare written responses to comments below.

I. General Comments

1. Make corrections to all references stating that the FTIP is a list of capital improvement projects to be implemented over a **five-year** period. The current FTIP is only four years; if the TIP covers more than four years, the additional years are for informational only.
2. Please update your Procedures for FSTIP Modifications. The information contained in this document is outdated. Please refer to the link below for the latest Amendment and Administrative Modification Guidance:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/amend_mod_procedures_approval.pdf

3. Operation and Maintenance Costs - SAFETEA-LU requires FTIPs to identify costs for maintaining and operating the system of Federal-aid facilities. Include the basis for the calculations of operations and maintenance needs for your region. Also, please address anticipated shortfalls in available revenues, if any, and include plans to address the shortfall. Your FTIP is missing this information.
4. Estimated Total Project Cost - per Title 23, Section 450.324(e)(2). Some of your projects do not have all three phases programmed; the total projected project cost information must be included. Please notate in the CTIPS comments section if the Total Project Cost is not yet included or all project phases are not fully programmed within the quadrennial period.
5. No funding identified within the 4-Year TIP – Exclude those projects for which no funding is identified within the 4-year FTIP, unless you are seeking environmental approval. To receive environmental document approval, add the following to the project description:

a. RTP Reference and schedule

b. Project included in the FTIP for environmental approval

6. Link to the Public Participation Plan – Must be provided.
7. Provide link to your website where the 2011 FTIP will be posted. Please note: any amendments to the 2011 FTIP must be located in the same website location since your 2011 FTIP is listed in the 2011 FSTIP by reference.
8. Please align your programming to the adopted STIP and approved SHOPP. Caltrans recommends this reconciliation to be done through the first amendment to the 2011 FTIP.
9. Grouped Project List Titles and Description – For statewide consistency, use the approved grouped project list titles and description to name and describe your grouped project lists (e.g. Grouped Projects for Safety Improvements – SHOPP Collision Reduction Program). The link to the approved grouped project list is provided below:

II. Financial Summary Tables

1. CMAQ Revenues Do Not Match Draft Apportionments - The revenue amounts for CMAQ for FY 2010/11 for MCTC is 1,542, 2011/12 is 1570. Please make correction.
2. Financial Summary in Excel Format – Must use the latest format (see attachment below) when submitting the final 2011 FTIP to Caltrans.
3. Footnote 5: Refers to ARRA funded projects. No longer applicable.
4. ARRA Programmed for FTA 5307 and FTA 5311 – ARRA funds have to be obligated by 9/30/2010 (during FY 09/10); therefore, there should not be ARRA funds programmed in the 2011 FTIP. Please make correction.
5. FTA 5307 dollar amounts do not match programming. Please make correction.
6. Revenue Table: Align your SHOPP programming – FY: FY 2011/12 = \$2,847; FY 2013/14 = \$37,392 plus \$300K (PA&ED SHOPP LL) (**RETRACTED**- Lima looked at the wrong list.)

The screenshot shows a PDF document titled "MCTC 2010 SHOPP 05-10-10.pdf" in Adobe Reader. The document content is a table with the following data:

		TOTAL	PRION	10/11	11/12	12/13	13/14	14/15	PE	RW	CDT
SHOPP - Collision Reduction											
	Surface Transportation Program	\$2,847			\$2,847				\$1,209	\$3	\$1,635
	TOTAL	\$2,847			\$2,847				\$1,209	\$3	\$1,635
SHOPP - Roadway Preservation											
	National Map System	\$45,734	\$9,402			\$37,392			\$4,910	\$21	\$41,663
	TOTAL	\$45,734	\$9,402			\$37,392			\$4,910	\$21	\$41,663
	MPO TOTAL	\$48,581	\$9,402		\$2,847	\$37,392			\$6,119	\$24	\$43,498

III. Individual Projects

A. CMAQ Program Projects

- 1) MAD302052, MAD302053, MAD302055, MAD102042, MAD102044, MAD202067– Adjust programming, the local match should be equal to or be greater than 11.47 percent.
- 2) For those projects that do not have all three phases programmed, indicate the Total Project Cost in the comments section of CTIPS (e.g. MAD302054, MAD202046, MAD202062, MAD202069). This information is required even though no federal funds are pursued for the project phase.
- 3) MAD102062, MAD202062 – Local Match significantly short, need to program equivalent of 11.47 percent or greater.
- 4) MAD202068- Confirm if the cost is correct as it seems high for the purchase of 1 CNG Compressor. Additionally, explain why PE and RW phases are programmed for this purchase.

B. Grouped Project

7. 1) MAD 406001, For the SHOPP- Roadway Preservation Program, FY 13/14 should show \$37,392 + \$300 ((PA&ED) for the 2010 SHOPP Long Lead (LL)). Note: Your backup list needs be revised to include the approved LL SHOPP Project. Please note: Only program PA&ED for SHOPP LL projects. (**RETRACTED**- Lima looked at the wrong list.)
- 2) MAD 410001 – Adjust programming to match the HBP list provided. Toll credits were used so no local match is required.

Report Designer - Rip_project_print_wd.fpx - Page 1 - FTIP5 (California Transportation Improvement Program System)

File Edit View Actions Tools Help

100%

State Highway System

DIST: FPOD: EA: CTRPS ID:	TITLE DESCRIPTION			MPD App: 11
06	Long Span HSP (California HSP Highway Bridge Program, includes			State App: 11
	Inclodes; non-capacity increasing work only (includes seismic retrofit)			Federal App: 11
COUNTY: ROUTE: FM:	(HSP FEDERAL/STATE MATCH)			
Marina County				REPATABLE & NON-EXEMPT CATEGORY: Non-capacity increasing bridge reconstruction.
REPRESENTING AGENCY: Various Agencies	MPO ID: MAD41001			
FAJ MGR: PHONE: EMAIL:				

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend. No.	Proj. Cost	Proj. F/W	FE
12	Active	04/27/2010	DWAINING	Adopted - Carry Over		5,816,000		
11	Official	05/07/2010	DWAINING	Amendment - Cost/Scope/Spec. Change	10	5,816,000		
10	Official	07/23/2009	DWAINING	Adopted - Carry Over		5,475,000		
9	Official	01/28/2009	DWAINING	Amendment - Other (explain why)	9	5,745,000		
8	Official	01/19/2009	DWAINING	Amendment - Cost/Scope/Spec. Change	7	5,745,000		
7	Official	10/03/2007	DWAINING	Amendment - Cost/Scope/Spec. Change	5	5,425,000		
6	Official	07/15/2006	DWAINING	Adopted - Carry Over		5,335,000		
5	Official	04/22/2005	BSTONE	Amendment - Cost/Scope/Spec. Change	5	5,346,000		
4	Official	01/18/2002	BSTONE	Amendment - Cost/Scope/Spec. Change	1	2,431,000		

Local Match - Local FTIP/HA - HEAR	FE	FW	CON	TOTAL	1001	1102	1203	1304	1405	1506	1607	1708	1809	1910	TOTAL
• Fund Source 1 of 2															
• Fund Type: Highway Bridge Program															
• Funding Agency: Caltrans			2,311,000	5,695,000											5,316,000
TOTAL			2,311,000	5,695,000											5,316,000
• Local Match -															
• Fund Source 2 of 2															
• Fund Type: County Funds															
• Funding Agency: Marina County			319,000	441,000											729,000
TOTAL			319,000	441,000											729,000
Project Total															
			2,510,000	5,696,000											5,956,000
TOTAL			2,510,000	5,696,000											5,956,000

Comments:
 *****Version 10 - 04/27/2010*****
 *****Version 11 - 05/07/2010*****
 *****Version 12 - 07/23/2009*****

Project_list.tbl Record EOF/2 Exclusive NUM

3) MAD406002, MAD40603, MAD406001, MAD410001, MAD420001, MAD419004, MAD420002 - Title and Description of grouped projects must be consistent with the pre-approved grouped project listing. The link to the pre-approved list is provided below:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/grouped_pjt_listings050410.pdf

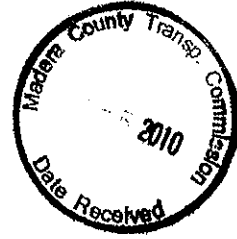
4) MAD420002 - No funding identified within the 4-Year FTIP, explain why this grouped project is programmed in the FTIP.

D. STIP

1) Please prepare an amendment to the 2011 FTIP to align your STIP programming to the adopted 2010 STIP (adopted on May 20, 2010).

Proof of Publication

(2015.5 C.C.P.)



NOTICE OF PUBLIC HEARING

MAY 19, 2010

RE: 2011 FTIP, 2011 RTP, ETC.

**NOTICE OF PUBLIC HEARING ON
THE DRAFT 2011 FEDERAL
TRANSPORTATION IMPROVEMENT
PROGRAM, THE DRAFT 2011
REGIONAL TRANSPORTATION PLAN,
THE DRAFT ENVIRONMENTAL IMPACT
REPORT AND CORRESPONDING
DRAFT CONFORMITY ANALYSIS**

STATE OF CALIFORNIA)
) ss.
County of Madera)

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on May 19, 2010 at 3 p.m. at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft 2011 Federal Transportation Improvement Program (2011 FTIP), the Draft 2011 Regional Transportation Plan (2011 RTP), the Draft Environmental Impact Report (EIR) and corresponding Draft Air Quality Conformity Analysis for the 2011 FTIP and 2011 RTP. The purpose of this combined public hearing is to receive public comments on these documents.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

- The 2011 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The 2011 RTP is a long-term strategy to meet Madera County transportation needs out to the year 2035.
- The Program EIR provides an analysis of potential environmental impacts related to the implementation of the RTP as required by the California Environmental Quality Act.
- The Conformity Analysis contains the documentation to support a finding that the 2011 FTIP and 2011 RTP meet the air quality conformity requirements for ozone and particulate matter.

APRIL 30, 2010

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

A concurrent 45-day public review and comment period will commence on April 30, 2010 and conclude on June 14, 2010. The draft documents are available for review at the MCTC offices, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at <http://www.maderactc.org/>.

Signature

Public comments are welcomed at the hearing, or may be submitted in writing by 5 p.m. on June 14, 2010 to Richard Poythress at the address below.

Date: April 30, 2010

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on July 21, 2010. The documents will then be submitted to state and federal agencies for approval.

Appendix I – 2011 FTIP Checklist

2011 FTIP Checklist and Development Guidance

Time Line:

- MPOs must submit Draft 2011 FTIPs to Caltrans at the start of the FTIP public review period, but no later than September 1, 2010 .
- Final 2011 FTIPs are due to Caltrans on October 1, 2010.
- Final 2011 FTIPs must be posted by MPOs on their websites by October 7, 2010.

Checklist for 2011 FTIPs:

Metropolitan Planning Organizations (MPOs) shall include the following as part of the FTIP binder/package to Caltrans Programming:

- Project listings (Identify those projects that are Transportation Control Measures (TCMs))
- Detailed listings (back-up listings) for Grouped Projects
- Signed board resolution. Board resolution must certify that:
 - FTIP is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - FTIP is consistent with the Regional Transportation Plan (RTP) _____ (e.g. 2030)
 - FTIP is financially constrained. The enclosed financial summary affirms that funding is available
 - Air quality conformity
 - FTIP does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Completion of public participation process carried out in accordance with the MPO's Public Participation Plan.
- Project listings included in the final 2011 FTIP are available in California Transportation Improvement Program System (CTIPS)
- Financial summary (See Attachment A)
 - Include information covering the first four years of the FTIP.
 - E-mail an electronic copy to your contact at Caltrans, Office of Federal Transportation Management Program in the same format provided by Caltrans (Must be in Excel format)
- Air quality conformity analysis and determination
- Public participation plan/ interagency consultation (Must also provide link to your website where public participation plan can be viewed)
- Expedited Project Selection Procedures (EPSP) documentation includes the following:

“Projects from the first four years of 2011 FTIP have been selected using the following project selection procedures”
- Provide link to your website where Draft 2011 FTIP is posted
“ _____ ”
- Provide 5 copies of the final FTIP to Caltrans

Mailing Address:

Department of Transportation
Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001
Attn: Muhaned Aljabiry

Appendix J – Lump Sum Project Backup Listing

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

2008

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
SHOPP - Collision Reduction										
Surface Transportation Program	\$9701		\$6,854			\$2,847		\$3,231	\$15	\$6,455
TOTAL	\$9701		\$6,854			\$2,847		\$3,231	\$15	\$6,455
SHOPP - Roadway Preservation										
ARRA - SHOPP	\$24098			\$24,098				\$6,402	\$3,400	\$14,296
National Hwy System	\$43679				\$9,402	\$34,277		\$4,910	\$20	\$38,749
TOTAL	\$67777			\$24,098	\$9,402	\$34,277		\$11,312	\$3,420	\$53,045
MPO TOTAL	\$77,478		\$6,854	\$24,098	\$9,402	\$37,124		\$14,543	\$3,435	\$59,500

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

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Collision Reduction									
	12100000227	MAD	06	0E100	41	Near Coarsegold, at Road 416. Widen lanes and shoulders.	\$1,243	\$5	2,080
	12100000234	MAD	06	0H270	41	Near the city of Fresno, from Avenue 12 to Avenue 14. Install rumble strips	\$779	\$7	2,740
	12100000240	MAD	06	0L200	99	Near Chowchilla, from Avenue 24 to Le Grand Avenue. Install median barrier.	\$1,209	\$3	1,635
SHOPP - Collision Reduction Total:							\$3,231	15	6,455

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

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
	12100000237	MAD	06	0E040	99	In Madera, from south of South Madera to north of Avenue 16. Rehabilitate roadway.	\$3,869	\$19	30,389
	12100000211	MAD	06	41610	145	Near Madera, from Avenue 5 1/2 to Avenue 11 1/2. Rehabilitate roadway.	\$6,402	\$3,400	14,296
	12100000239	MAD	06	0E220	99	Near Chowchilla, from California Union Pacific Bridge to Merced County line. Rehabilitate pavement.	\$1,041	\$1	8,360
SHOPP - Roadway Preservation Total:							\$11,312	3,420	53,045

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

2008

Caltrans Highway Maintenance Projects FY 2010/11

District	Agency	EAS	MPO	Project Location	Project Description	Total Project Cost	Other/Local Funds	Funds to be Programmed for PE Support Costs	Funds to be Programmed in RW Support costs	Funds to be Programmed in Construction Support Costs	Latest Estimated Construction Capital Value in Contract	FTP Program Year	National Highway System (Y/N)	Fund Source	County	Route	Back Post Mile	Ahead Post Mile
06	CALTRANS	0M7201	MCTC	In Madera County from 0.83 miles Stof Ave 12 to 41-145 and from 0.17 miles Stof Rd 406 to 1.14 miles Niof Rd 207	Maintenance Asphalt Concrete Overlay	\$1,939,000	\$0	\$88,000.00	\$1,000.00	\$90,000	\$1,800,000	2010/11	Y	NHS	Mad	41	2.4	9.3
06	CALTRANS	0M7201	MCTC	In Madera county from 0.01 miles North of Allen Rd. to the Mariposa county line and from the Mariposa county line to Yosemite National Park.	Maintenance Asphalt Concrete Overlay	\$1,135,000	\$0	\$95,000.00	\$1,000.00	\$50,000	\$1,049,000	2010/11	Y	NHS	Mad	41	15.4	20.9
06	CALTRANS	0M7201	MCTC	Mariposa Co.	Maintenance Asphalt Concrete Overlay	\$3,074,000	\$0	\$93,000	\$2,000	\$130,000	\$2,849,000	2010/11	Y	NHS	Mps	41	0.0	4.9

Multiple Location Projects

2008/9-2013/14 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

4/6/2010, 9:39 AM

- Notes:
- 1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings.
 - 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.
 - 3) Guaranteed funding levels are determined at time of federal authorization and obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.
 - 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
 - 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.

2008/9-2013/14 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Madera County

BRIDGE NO. 41C0006, ROAD 28, OVER COTTONWOOD CREEK, 0.6 MI N OF AVE 10. Replace 2 lane bridge with new 2 lane bridge.
4/5/2010: Toll Credits programmed for Con.

Change!

Fed Proj: BRLO-5941(004)

Phase Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
PE	75,000								75,000
R/W	16,000		92,500						108,500
CON			1,629,000						1,629,000
Total	91,000		1,721,500						1,812,500

Fund Source Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	74,165		1,710,890						1,785,055
Local Match	16,835		10,610						27,445
LSSRP Bond									
Local AC									
Total	91,000		1,721,500						1,812,500

PE Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	60,000								60,000
Local Match	15,000								15,000
LSSRP Bond									
Local AC									
Total	75,000								75,000

R/W Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	14,165		81,890						96,055
Local Match	1,835		10,610						12,445
LSSRP Bond									
Local AC									
Total	16,000		92,500						108,500

CON Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$			1,629,000						1,629,000
Local Match									
LSSRP Bond									
Local AC									
Total			1,629,000						1,629,000

2008/9-2013/14 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Madera County

BRIDGE NO. 41C0020, FRESNO FLAT RD, OVER CHINA CREEK, AT CRANE VALLEY RD. Replace 2 lane bridge with 2 lane bridge plus left turn pocket. 4/5/2010: Toll Credits programmed for R/W & Con.

Change!

Fed Proj: BRLS-5941(051)

Phase Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
PE	113,000								113,000
R/W	15,000		35,000						50,000
CON				1,700,000					1,700,000
Total	128,000		35,000	1,700,000					1,863,000

Fund Source Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	115,039		35,000	1,700,000					1,850,039
Local Match	12,961								12,961
LSSRP Bond									
Local AC									
Total	128,000		35,000	1,700,000					1,863,000

PE Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	100,039								100,039
Local Match	12,961								12,961
LSSRP Bond									
Local AC									
Total	113,000								113,000

R/W Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	15,000		35,000						50,000
Local Match									
LSSRP Bond									
Local AC									
Total	15,000		35,000						50,000

CON Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$				1,700,000					1,700,000
Local Match									
LSSRP Bond									
Local AC									
Total				1,700,000					1,700,000

2008/9-2013/14 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Madera County

BRIDGE NO. 41C0123, SCHOOL RD 427, OVER OAK CREEK, 0.1 MI E RD 418. Replace deficient two lane bridge with new two lane bridge. Change!
4/5/2010: Toll Credits programmed for PE & Con.

Fed Proj:

Phase Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
PE			276,800						276,800
R/W									
CON								1,660,500	1,660,500
Total			276,800					1,660,500	1,937,300

Fund Source Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$			276,800					1,660,500	1,937,300
Local Match									
LSSRP Bond									
Local AC									
Total			276,800					1,660,500	1,937,300

PE Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$			276,800						276,800
Local Match									
LSSRP Bond									
Local AC									
Total			276,800						276,800

CON Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$								1,660,500	1,660,500
Local Match									
LSSRP Bond									
Local AC									
Total								1,660,500	1,660,500

2008/9-2013/14 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

Madera County

BRIDGE NO. 41C0139, YOSEMITE SPRINGS, OVER COARSEGOLD CREEK, 0.3 MI W/O SR 41. Replace 2 lane bridge with 2 lane bridge. **Change!**
 4/5/2010: Toll Credits programmed for R/W & Con.

Fed Proj: BRLS-5941(046)

Phase Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
PE	268,000								268,000
R/W	10,000								10,000
CON				1,800,000					1,800,000
Total	278,000			1,800,000					2,078,000

Fund Source Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	224,400			1,800,000					2,024,400
Local Match	53,600								53,600
LSSRP Bond									
Local AC									
Total	278,000			1,800,000					2,078,000

PE Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	214,400								214,400
Local Match	53,600								53,600
LSSRP Bond									
Local AC									
Total	268,000								268,000

R/W Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	10,000								10,000
Local Match									
LSSRP Bond									
Local AC									
Total	10,000								10,000

CON Summary:	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$				1,800,000					1,800,000
Local Match									
LSSRP Bond									
Local AC									
Total				1,800,000					1,800,000

2008/9-2013/14 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency

MPO Summary: Madera County Transportation Commission

Number of Projects: 4

Totals:

	Prior	8/9	9/10	10/11	11/12	12/13	13/14	Beyond	Total
Fed \$	413,604		2,022,690	3,500,000				1,660,500	7,596,794
Local Match	83,396		10,610						94,006
LSSRP Bond									
Local AC									
Total for all Phases	497,000		2,033,300	3,500,000				1,660,500	7,690,800

**Federal Highway Safety Improvement Program (HSIP)
2011 FTIP Back-Up List**

District	Agency	MPO	Project Location	Description of Work	Total Project Cost	Other/Local Funds	Federal Funds Programmed Under "Prior"	Federal Funds Programmed in 2010/11 FFY	Federal Funds Programmed in 2011/12 FFY	Federal Funds Programmed in 2012/13 FFY	FTIP Program Year
06	Chowchilla	MCTC	INTERSECTION OF ROBERTSON BLVD (SR 233) AND 3RD ST.	INSTALL IN-PAVEMENT CROSSWALK LIGHTS.	\$36,000	\$3,600	\$0		\$32,400		2011/12

**Federal Safe Routes to School Program (SRTS)
2011 FTIP Back-Up List**

District	Agency	MPO	Project Location	Description of Work	Total Project Cost	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2010/11	Federal Funds Programmed in 2011/12	Federal Funds Programmed in 2012/13	FTIP Program Year
06	Madera County	MCTC	Along the South side of Martin St. from school complex to Rd. 26; along the West side of North D St. from school complex to Adell St.; along Ellis St. between North D St. and North Lake St.	Construct pedestrian/bicycle paths.	\$290,610	\$0			\$290,610		2011/12

Appendix K – MCTC Public Participation Plan



Public Participation Plan
Adopted May 23, 2007

TABLE OF CONTENTS

INTRODUCTION 2

BACKGROUND 3

REGULATORY SETTING 4

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR
USERS (SAFETEA-LU)..... 4

THE RALPH M. BROWN ACT (GOVERNMENT CODE SECTIONS 54950-54962)..... 4

AMERICANS WITH DISABILITIES ACT 5

ENVIRONMENTAL JUSTICE..... 5

GOALS, OBJECTIVES AND POLICIES..... 6

PUBLIC PARTICIPATION GOAL 6

PUBLIC NOTIFICATION AND PARTICIPATION PROCEDURES 8

MEETINGS 8

A. Agendas 8

B. Public Notices 8

C. Public Hearings 8

PUBLICATIONS..... 9

A. Reports 10

B. Newsletters 10

OTHER PUBLIC NOTIFICATION AND PARTICIPATION EFFORTS..... 10

A. Website..... 10

B. Public Speaking..... 10

EVALUATION AND MONITORING 11

COMMITTEES..... 12

POLICY BOARD..... 12

TECHNICAL ADVISORY COMMITTEE (TAC) 12

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) 13

INTRODUCTION

The Madera County Transportation Commission (MCTC) is committed to public involvement in transportation planning activities. MCTC encourages public input in the planning process to ensure that the community's needs are met. Engaging the public early and often in the process of planning and decision making is critical to the success of any transportation plan or program.

The goal of MCTC's Public Participation Plan is to ensure continuous public notification and participation in major actions and decisions by the MCTC Policy Board. This report will establish a baseline for the communication policies and procedures, ensuring that the public is well informed during the decision making process. The Public Participation Plan will include goals, objectives and the corresponding methods to successfully reach all communities, including those that are traditionally underserved within the county. The elements in this plan will be based on the premise that education and awareness are critical in the transportation planning process.

The Public Participation Plan elements shall be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuous involvement. The elements will be built around the following Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) principles¹:

1. Early and continuing public involvement opportunities throughout the transportation planning and programming process;
2. Timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects;
3. Reasonable public access to technical and policy information used in the development of the plan and State Transportation Improvement Program (STIP);
4. Adequate public notice of public involvement activities and time for public review and comment at key decision points, including but not limited to action on the plan and STIP;
5. A process for demonstration explicit consideration and response to public input during the planning and program development process;
6. A process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities;
7. Periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.

¹ Title 23 Code of Federal Regulations Part 450.212 Public Involvement

BACKGROUND

The Madera County Transportation Commission (MCTC) is the Regional Comprehensive Planning Agency, Regional Transportation Planning Agency (RTPA), Metropolitan Planning Organization (MPO) and Local Transportation Commission for Madera County. Major responsibilities of MCTC include the development and adoption of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and other environmental review documents related to transportation and required by state and Federal law. These documents provide a framework for project development and deployment within the region. The RTP in particular, is the regional long-range plan for federally funded transportation projects and serves as a comprehensive, coordinated transportation plan for all governmental jurisdictions within Madera County.

Beginning in July of 2003, MCTC assumed the newly designated role of MPO for Madera County. An MPO is the local decision making body that is responsible for carrying out the metropolitan transportation planning process and must be designated for each urban area with a population of more than 50,000 people. A Federal Register Notice regarding Qualifying Urban Areas for Census 2000 was published on May 1, 2002, listing 76 newly qualified urban areas for 2000 that were not part of an urban area in 1990. The City of Madera is among the new urban areas, with an urban population of 58,027 within the new urban boundary established by the Census Bureau. The Madera metropolitan boundary area shall cover the entire county of Madera.

The MPO's role in the transportation planning process is to foster intergovernmental coordination, undertake comprehensive regional planning with an emphasis on transportation issues, provide a forum for citizen input into the planning process, and to provide technical services to its member agencies.

In order to accomplish the objectives and responsibilities of a comprehensive transportation program, MCTC has established working relationships with a number of state, regional, and local agencies. Memoranda of Understanding (MOU) with these agencies provide a framework for the planning process, which ultimately result in the delivery of safe, efficient, and environmentally sensitive transportation projects.

In conjunction with a coordinated agency effort, the inclusion of public input is necessary. MPOs are required to solicit public input and the methods for participation shall be documented in the Public Participation Plan. This plan shall develop protocols to ensure active public participation in the development of all transportation planning activities.

REGULATORY SETTING

Regulations governing public involvement are the crux of MCTC's Public Participation Plan. MCTC will strive to meet and in select instances exceed these requirements to best serve the community's rights and needs.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The Ralph M. Brown Act (Government Code sections 54950-54962)

The Ralph M. Brown Act governs meetings and actions of governing board members of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body of a local agency, whether permanent or temporary, decision-making or advisory, which is created by such a governing board.

The Brown Act sets minimum standards for open meetings relative to access to public, reasonable regulations ensuring the public's right to address the agency, including regulations to limit the amount of time allocated for public testimony.

The Brown Act requires the MCTC Board to conduct its business in meetings open to the public and allows boards to meet in private to discuss such issues as personnel, litigation, and labor negotiations. Time constraints for unscheduled comments may be limited to three minutes; however MCTC encourages citizens to provide written copies of their presentation to the Board if

the statement is longer than the allotted time. If citizens are unable to attend a meeting in person, relevant written comments submitted to staff will be presented to the respective governing body.

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) requires involving the community, particularly those with disabilities, in the development and improvement of public services and capital facilities. Meetings and hearings must be held in ADA compliant buildings. Special accommodations must be made to assist those with disabilities to participate in meetings, planning, and programming activities.

Environmental Justice

The goal of Environmental Justice is to ensure that all individuals, regardless of race, ethnicity, national origin or income are protected from disproportionate negative impacts and are given an equal distribution of benefits.

Title VI of the 1964 Civil Rights Act and Executive Order 12898 are the principle legal underpinnings for environmental justice. Title VI states that “No person . . . shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI prohibits recipients of Federal funds from actions that reflect “intentional discrimination” or that exhibit “adverse disparate impact discrimination” on the basis of race, ethnicity or national origin. Later statutes prohibit discrimination on the basis of sex, religion, or disability.

In 1994, President Clinton signed Executive Order 12898 requiring that federal agencies shall, to the greatest extent of the law, carry out their activities, programs, and policies in a way that avoids disproportionately high and adverse health and environmental impacts on low-income and minority populations. E.O. 12898 thus applies to a wider population than does Title VI, which did not include low-income non-minority populations.

In terms of transportation planning, environmental justice ensures that under served communities participate in the planning and decision-making process for transportation projects and that their concerns are incorporated into plans and policies that will better serve all its users. Transportation Planning Agencies must plan against disproportionate negative impacts on low income and minority communities and must ensure an equal distribution of transportation benefits.

The Federal Highway Administration articulates three fundamental environmental justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision making process;

3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

GOALS, OBJECTIVES AND POLICIES

The effectiveness of any program and policy plan depends upon its success in meeting the expectations of the public. Further, plans and programs need to be reassessed periodically to determine if the public's evolving needs and expectations are adequately provided for through the plan. In order to ensure that this occurs, the public must be kept informed of activities and must be given a meaningful opportunity to participate in the development and review of public policy. Thus it is important to have an ongoing program to involve citizens through the use of advisory committees, public workshops, press releases, and other public outreach activities.

Public Participation Goal

The public involvement process for transportation planning shall provide complete information, timely public notice, and full access to key decisions; and shall support early and continuing involvement of the public. Such federal legislation has placed an increased emphasis upon effective community involvement and MCTC continues its efforts to explore ways to reach a larger audience to provide information, develop public awareness, and to facilitate an enhanced level of public involvement in the decision making process.

A. Objective 1: Public Access – The public shall be provided timely notice and reasonable access to information about transportation issues and processes.

Policy 1.1 MCTC plans and documents shall be made available for the public to review at the MCTC office as well as on the MCTC web site. Copies of the Regional Transportation Plan (RTP) shall be distributed to all public libraries in Madera County, local planning departments, and other participating agencies and through the Technical Advisory Committee.

Policy 1.2 Notice and agendas of MCTC Board and Committee meetings shall be available to the public 72 hours before they occur, except in cases of emergency meetings when 24 hours is allowed under The Brown Act. Agendas and Minutes will be placed on the MCTC website at: www.maderactc.org.

Policy 1.3 MCTC shall provide reasonable access to technical and policy information used in the development of plans, the Regional Transportation Plan, and the Transportation Improvement Programs.

Policy 1.4 In compliance with the Americans with Disabilities Act, individuals needing special accommodations to participate in meetings should contact MCTC at least three working days prior to the scheduled meeting.

Policy 1.5 Meetings and workshops of the MCTC Board and its advisory committees shall be held in ADA-compliant venues. Further accommodations will be evaluated upon request.

Policy 1.6 Meetings and workshops of the MCTC Board and its advisory committees are open to the public, except as allowed by The Brown Act.

B. Objective 2: Public Outreach – Opportunities shall be created for all segments of the public to learn and become informed about issues and proposals under consideration by MCTC, particularly those communities which may be directly affected by the outcome.

Policy 2.1 Information pertaining to the adoption, revision, or amendment of all MCTC plans and transportation project priorities shall be available 72 hours prior to the date of the final action, unless in the course of an emergency meeting as allowed under The Brown Act.

Policy 2.2 MCTC shall inform the public about issues and proposals under consideration through public notices, workshops, the “Go Madera” newsletter, website, or other appropriate means, during the development of transportation plans, program, studies, and projects for which MCTC is responsible.

Policy 2.3 MCTC shall annually review the Public Participation Plan in terms of effectiveness in soliciting broad-based public input and inclusiveness of transportation stakeholders and traditionally underserved groups.

Policy 2.4 Madera County contains significant Hispanic and Spanish-speaking populations. MCTC will continue to outreach to those communities through appropriate available media that serves minority communities.

Policy 2.5 MCTC is aware that Native American outreach differs from traditional public outreach. Native American Tribes are sovereign nations with governments that have jurisdiction over specific territories and individuals and therefore, must be involved on a government-to-government basis. Tribal governments must be formally notified of agency actions and proposals and should be given the same courtesies and opportunities for participation and review that are given to other governmental entities. It is not enough to simply inform tribal governments at the end of the planning process, but rather they should be included from the initial stages of development. Such “consultations” shall be arranged when necessary.

C. Objective 3: Public Input – Consideration of public input shall be an integral part of MCTC decision-making process.

Policy 3.1 MCTC shall provide all significant public comments pertaining to the plans and projects for which MCTC is responsible to the Board prior to any action being taken.

Policy 3.2 MCTC shall provide an opportunity for the public to comment during the MCTC Policy Board meeting.

PUBLIC NOTIFICATION AND PARTICIPATION PROCEDURES

A variety of public notification and participation procedures will be used to encourage the early and continuous involvement of citizens, jurisdictions, communities, and other interests in the planning process as well as the decisions and actions. They will include, but are not limited to, the following:

Meetings

MCTC Board meetings are generally held on the third Wednesday of each month. The meetings are held at 3:00 pm in the City of Madera Council Chambers, located at 200 West Fourth Street, Madera, California. A public comment period is always available at the beginning of each meeting. All MCTC Board meetings are open to the public.

A. Agendas

MCTC Board agendas will be posted at least 72 hours before regular meetings or 24 hours before special meetings. The agendas will be posted at the following locations to the extent possible:

1. Madera County Transportation Commission entrance, located at 1816 Howard Road, Suite 8, Madera, California, as well as the Madera County Board of Supervisors Chambers
2. Agendas shall be made available by regular mail to all upon request
3. Agenda shall be posted on the MCTC website at www.maderactc.org
4. Agendas will also be sent to local media outlets

B. Public Notices

Public notices will be used to inform the general public and media of workshops and public hearings, as appropriate.

C. Public Hearings

MCTC shall hold or sponsor public hearings or public meetings whenever appropriate or in accordance with applicable statutory requirements. The criteria shall include whether there is substantial controversy concerning the proposed action, substantial interest in holding the hearing, or a request for a hearing by another agency with jurisdiction over the action.

MCTC Public Participation Plan

1. Public hearings are held prior to the MCTC Policy Board's actions to present and solicit information from the public regarding transportation issues. This can be a formal means to gather citizen comments and positions from all interested parties for the public record and as an input into the decision making process.
2. SAFETEA-LU and state law requires public hearings for the adoption of major plans and programs such as the Federal Transportation Improvement Program, Regional Transportation Plan, Unmet Transit Needs, and air quality conformity determinations.
3. Unless otherwise required by statute, MCTC will publish one public notice in a general circulation newspaper citing the time, date, and place of the hearing at least ten days in advance of that hearing. That notice will instruct individuals needing special accommodations to contact MCTC at least three working days prior to the scheduled meeting.
4. Public Hearings will be held in facilities that are accessible to people with disabilities.
5. MCTC will accept written comments from the public during the period between the notice and the hearing date. These comments will be considered part of the public record.
6. Staff will accept questions and provide clarification on issues raised by the public.
7. Certain plans and programs will include the required review periods noted below. This specific review period will allow agencies involved in the consultation process and the public to submit written comments to the draft document and supporting material. MCTC acknowledges that there may be other plans and programs not listed below for which a specified review and comment period is appropriate:
 - i. Regional Transportation Plan and 30 days
Conformity determinations for the RTP
 - ii. Federal Transportation Improvement Program 30 days
and Conformity determinations for the FTIP
 - iii. Transportation Plan and FTIP amendments 14 days
 - iv. Transportation Plan and FTIP amendments that 7 days
only add or delete exempt projects
 - v. Air Quality Conformity Determinations 30 days
 - vi. Unmet Transit Needs Hearing 30 days
 - vii. Public Participation Policy 45 days
 - viii. Disadvantaged Business Enterprise Program 45 days

Publications

The Brown Act requires that written materials provided to the MCTC Board be made available to the public upon request. All materials are available for viewing at the MCTC office or on the MCTC website.

A. Reports

1. Copies of the draft and final reports will be made available to member agencies as well as the public. The first copy will be free; additional copies may require a nominal fee to offset copying costs.
2. These reports can include but are not limited to the: Regional Transportation Plan, Federal Transportation Improvement Plan, the Public Participation Plan, the Regional Bicycle Plan, etc.

B. Newsletters

1. MCTC produces and publishes a regular newsletter, “Go Madera” that is distributed to stakeholders, elected and public officials, and members at large. MCTC will make copies available to anyone interested. Both printed and electronic copies are available, with the electronic copies either sent directly to a subscriber’s email address or downloaded from the website. Those who wish to be added to the mailing list should contact MCTC staff or visit the website (www.maderactc.org) and subscribe online.
2. The newsletter provides up to date and current information on projects, meetings and important dates.

Other Public Notification and Participation Efforts

A. Website

MCTC maintains a website (www.maderactc.org) that is targeted to a wide range of audiences ranging from transit riders seeking bus schedules to transportation professionals, elected officials, and news media seeking information on particular programs, projects and public meetings.

The site provides information about MCTC’s projects and programs, the agency’s structure and governing body, local transportation sales tax information, and upcoming meetings and workshops. It contains the names, email addresses, and phone numbers for staff, MCTC’s current planning documents, newsletters, and air quality information.

B. Public Speaking

MCTC staff welcomes opportunities to speak before public groups, school groups, and interested organizations to provide transportation information on a regional basis.

EVALUATION AND MONITORING

In order to regularly evaluate the Public Involvement Program, five performance measures are identified.

1. The **accessibility** of the outreach process to serve diverse geographic, language, and ability needs.
2. The extent or **reach** of the process in involving and informing as many members of the public as possible.
3. The **diversity** of participants in the outreach process and its ability to reflect the broad range of ethnicities, incomes, and special needs of Madera County residents.
4. The **impact** of public outreach and involvement on the plan/program and on Policy Board actions.
5. The **satisfaction** with the outreach process expressed by participants.

For each of these five performance measures there is a set of quantifiable indicators, which will be applied as appropriate to plans/programs.

1. Accessibility Indicators:

- Meetings are reasonably accessible by transit.
- Meetings are accessible under the requirements of the American with Disabilities Act.
- Meetings will be linguistically accessible to participants on a project by project basis.

2. Reach Indicators:

- Number of comments logged during the comment process and review period.
- Number of individuals actively participating in outreach program.

3. Diversity Indicators:

- Demographics of targeted individuals and organizational workshops.
- Percentage of targeted organizations and groups participating in at least one workshop.
- Participants represent a cross-section of people of various interests, places of residences, and primary modes of travel.

4. Impact Indicators:

- Significant written comments received will be logged, analyzed, summarized, and communicated in time for consideration by staff and the Policy Board.

5. Participant Satisfaction: *(This information would be obtained via written surveys available at workshops and public meetings)*

- Accessibility to meeting locations.
- Materials presented in appropriate languages for targeted audiences and upon request.
- Adequate notice of the meetings provided.
- Sufficient opportunity to comment.
- Educational value of presentations and materials.
- Clear information at an appropriate level of detail.
- Clear understanding of items that are established policy versus those that are open to public influence.
- Quality of the discussion.
- Responsiveness to comments received.

COMMITTEES

The Madera County Transportation Commission is organized into a Board of Directors supported by the Transportation Policy Committee and the Technical Advisory Committee. MCTC staff includes an Executive Director, three Transportation Planners, and one Administrative Assistant. There is currently one standing committee -- the Social Services Transportation Advisory Council (SSTAC), which reports through the Technical Advisory Committee. The relationship between the Board, its staff, and the committees is illustrated below.

Policy Board

Policy decisions are made by the Madera County Transportation Commission Policy Board. The Commission Board of Directors is comprised of three (3) members from the Madera County Board of Supervisors, two (2) members from the Madera City Council, and one (1) member from the Chowchilla City Council.

The Transportation Policy Committee has the same membership as the Board with the addition of one (1) person representing the Caltrans District 06 Director. This committee reviews transportation plans and programs prior to action by MCTC, with particular emphasis on compliance with applicable state and federal planning and programming requirements. Both Board meetings are open to the public with time allocated at the beginning of each meeting for public comments not on the agenda.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) provides technical advice and recommendations to the MCTC Policy Board on transportation issues affecting the region. The TAC includes the Madera County Road Commissioner, Madera County Planning Director, City of Madera Engineer, City of Madera Planning Director, City of Chowchilla Administrator, and one representative from

MCTC Public Participation Plan

Caltrans District 06. The TAC reviews staff work conducted pursuant to the Overall Work Program, advises MCTC and Transportation Policy Committee on transportation issues, and makes recommendations on planning and programming actions to be taken by MCTC. The TAC also serves as a forum to exchange transportation related information among member agencies and the public. All TAC meetings are open to the public and provide an opportune time for the public to access technical and policy information used in the development of plans and projects.

Social Services Transportation Advisory Council (SSTAC)

In accordance with state law, the Madera County Transportation Commission has established a citizen advisory group known as the SSTAC to aid in its review of transit issues with emphasis on the annual identification of unmet transit needs within Madera County. The Social Services Transportation Advisory Council serves as a citizen advisory committee to MCTC on matters related to public transportation needs of Madera County residents. The SSTAC generally has three meetings each year.

The first meeting is held in March prior to the “unmet transit needs” public hearing. This initial meeting is used to familiarize the members with their role as advisors to MCTC and to select Council officers. The second meeting is scheduled following the “unmet transit needs” hearing to provide the Council with an opportunity to consider commentary presented at the hearing. The Council works with staff to develop recommendations for MCTC towards finding that public transportation needs that are reasonable to meet are being met. This includes the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. All SSTAC meetings are open to the public. Citizens can request to be placed on the mailing list to receive committee agendas.