STATE ROUTE (SR) 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE PROJECT

2024 LOCAL PARTNERSHIP COMPETITIVE PROGRAM (LPP) – C

MEASURE T
Madera County Transportation Authority

Nominating Agency:
Madera County Transportation Authority (MCTA)

Partnering Agencies:
California Department of Transportation (Caltrans)
City of Chowchilla

Submittal Date:
November 20, 2024

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MEASURE T
Madera County Transportation Authority

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November 20, 2024

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

SUBJECT: 2024 LOCAL PARTNERSHIP PROGRAM (LPP) APPLICATION – SR 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE IMPROVEMENTS PROJECT

Dear Ms. Taylor:

The Madera County Transportation Authority (MCTA), as the taxing authority and the eligible nominating agency, in partnership with the California Department of Transportation and the City of Chowchilla, are pleased to submit the State Route (SR) 99/233 Chowchilla Multimodal Interchange Improvements Project (Project) application for the competitive 2024 Local Partnership Program (LPP). The total cost of construction is $31.3 million. MCTA and the City of Chowchilla request $13 million in LPP funds, with $14 million in match funding from local Measure T and City Developer Impact Fees.

The purpose of the Project is to improve multimodal mobility and connectivity through the SR 99/233 interchange. Currently, SR 99 creates a barrier to east-west pedestrian and bicycle movements, with the access point being SR 233. The current overcrossing is not wide enough to accommodate bicyclists, lacks shoulders, and has a narrow 4-foot sidewalk. The overcrossing also lacks connectivity to adjacent local streets on SR 233. This is the only interchange that directly serves the City; there are no other viable options for cyclists and pedestrians to safely cross SR 99 to access opposite sides of the City.

The Project scope includes roundabouts at ramp terminal intersections, a 10-foot multiuse sidewalk, and 8-foot shoulders on the north side of the SR 233 overcrossing. The Project will improve operations at the interchange and facilitate safe access for bicyclists and pedestrians over SR 99 to local businesses and services. The Project will also encourage active transportation trips to reach transit stops and support transit travel time reliability. Operational improvements at the interchange will improve local circulation and facilitate more efficient goods movement along SR 99, which serves as the backbone to the Central Valley's agricultural economy.

The Project has completed the environmental phase and is currently in the design/right of way phase. Right of way acquisition will be complete by June 2026 and design will be completed by July 2026. Construction is expected to begin January 2027 and be completed by August 2028.

The Project aligns with the goals and objectives outlined in the 2022 Madera County Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The RTP/SCS emphasizes the importance of partnering with state funding programs such as LPP to advance and implement regionally significant projects. This Project will be transformative for regional mobility and interregional freight transportation.

The Project provides equitable access to multimodal transportation options to improve mobility and quality of life for all travelers. The investment in active transportation infrastructure will promote public health and improve environmental conditions. The Project will support safe and efficient movement of people and goods, increasing economic vitality of the region.

MCTA and the City would like to thank CTC for its consideration of this Project.

Sincerely,

Patricia Taylor
Executive Director
Madera County Transportation Authority

Rod Pruett
City Administrator
City of Chowchilla

DIANA GOMEZ
District 6 Director
California Department of Transportation

STATE ROUTE (SR) 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE PROJECT

MEASURE T
Madera County Transportation Authority

Nominating Agency: Madera County Transportation Authority (MCTA)
Implementing Agency: Caltrans
Partner Agency: City of Chowchilla

SCOPE

The Project will widen SR 233 from an undivided 2-lane to a divided 4-lane and construct a new parallel overcrossing at SR 99 to carry the westbound lanes and a 10-foot Class I shared use path. The Project will also construct two multi-lane roundabouts at the northbound and southbound on-ramp and off-ramp termini. The Project also includes sidewalks, curb ramps, crosswalks, and lighting for pedestrian and bicyclist safety.

COST

Environmental	$1,900,000
Design	$3,900,000
Right of Way	$3,361,000
Construction	$31,300,000
Total	$40,461,000

SCHEDULE

	START	*END*
PA&ED	9/2022	8/2023
PS&E	9/2023	7/2026
ROW	11/2024	6/2026
CON	1/2027	6/2028

BENEFITS

The construction of roundabouts and active transportation infrastructure will reduce vehicular idling and associated greenhouse gas emissions. The Project supports transportation equity by improving non-motorized access to jobs and daily destinations. The Project will promote mode shift to low-cost, sustainable transportation options that will support the needs of local disadvantaged residents who rely on walking and biking. The Project avoids negative community impacts and will not displace residents or businesses.

STATE ROUTE (SR) 99/233 CHOWCHILLA MULTIMODAL INTERCHANGE PROJECT *(CONTINUED)*

OUTPUTS

- 15,100 Square Foot New Bridge
- 4,508 Linear Feet of Shared Use Path/Sidewalk
- 567 Linear Feet of New Crosswalk
- 323 Square Feet of Modified/Improved Interchanges
- 30 New Curb Ramps Installed
- 2 New Roundabouts
- 4 Ramp Modifications

OUTCOMES

- Reduces Greenhouse Gas Emissions
- Advances Equity
- Promotes Mode Shift
- Improves Multimodal Mobility
- Increases Connectivity & Accessibility
- Improves Safety
- Benefits Freight & Goods Movement

Existing SR-233/SR-99 Northbound Onramp Intersection

C. General Information

Overview

The State Route (SR) 99/233 Chowchilla Multimodal Interchange Project (Project) will provide multimodal transportation improvements to enhance accessibility and connectivity of the local transportation network. The Project will widen SR 233 and construct a new parallel overcrossing at SR 99 to carry eastbound traffic and a 10-foot Class I shared path. The Project will construct two multi-lane roundabouts at the northbound and southbound on-ramp and off-ramp termini. Sidewalks, crosswalks, and lighting will also be built. The Project components work together to enhance safety, accessibility, and connectivity to local businesses and services by removing barriers to east-west pedestrian and bicycle movements and improving local circulation.

Total Project Cost: $40,461,000 **Funding Request:** $13,000,000

The Project is nominated by the Madera County Transportation Authority (MCTA) and is being implemented by the California Department of Transportation (Caltrans) to address accessibility and safety through the interchange. These improvements address the requirements and goals of the competitive Local Partnership Program (LPP).

Map

The Project is located in the City of Chowchilla in Madera County (Figure 1). SR 233/Robertson Boulevard is a major corridor, acting as a spine for the local street network for the City, as well as a regional connector connecting cities across the Central Valley. The corridor provides connections between SR 99 and SR 152; drivers travelling from eastbound SR 152 to northbound SR 99 must use SR 233 because there is no direct ramp at the SR 99/152 interchange. SR 233 supports diverse land uses across the City of Chowchilla, including the downtown area and other businesses that are critical to the area's economic vitality. SR 99 is a north–south state highway stretching along the Central Valley. It is a critical corridor for goods movement and interregional travel.

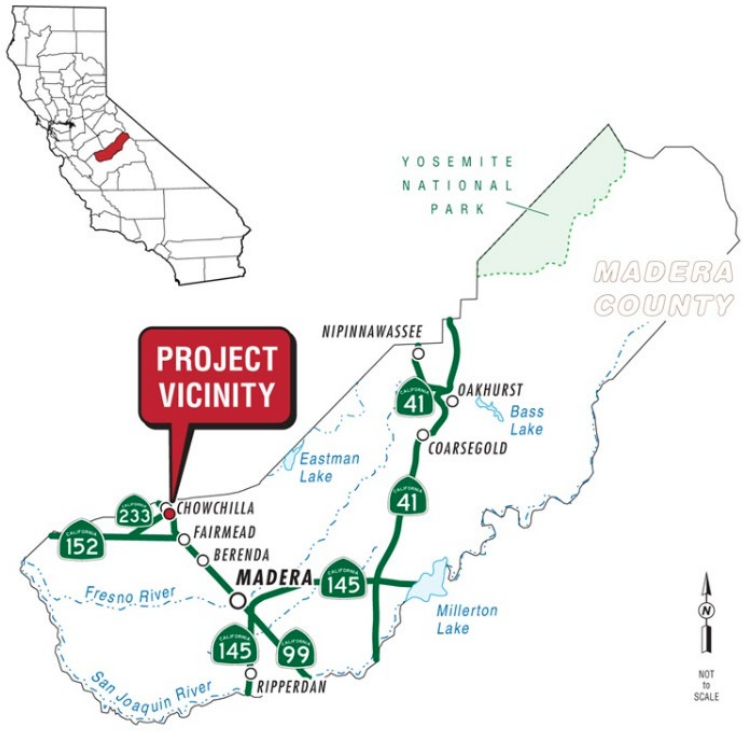


Figure 1: Project Location Map

Photos of Existing Conditions

Figure 2: Existing Conditions at Southbound SR-99 On-Ramp

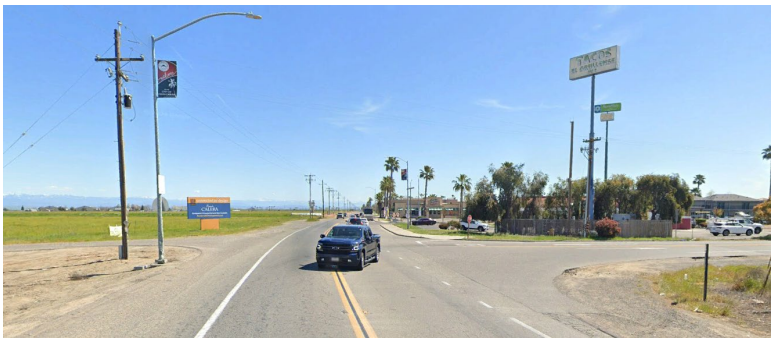


Figure 3: Existing Conditions at the Northbound SR-99 Off-Ramp

Figure 4: Existing Conditions, SR-233 Overcrossing of SR-99 (looking east)

Logos

MEASURE T
Madera County Transportation Authority

Caltrans

CITY OF CHOWCHILLA CALIFORNIA
GATEWAY TO PROSPERITY
INCORPORATED FEB 7, 1923

Priority

This Project is MCTA's only submittal to LPP and therefore the priority.

Scope

The Project will widen SR 233 from an undivided 2-lane highway to a divided 4-lane highway and construct a new parallel overcrossing at SR 99 to carry the eastbound lanes and a 10-foot Class I shared use path. The Project will also construct two multi-lane roundabouts at the northbound and southbound on-ramp and off-ramp termini. The Project also includes sidewalks, curb ramps, crosswalks, and lighting for pedestrian and bicyclist safety.

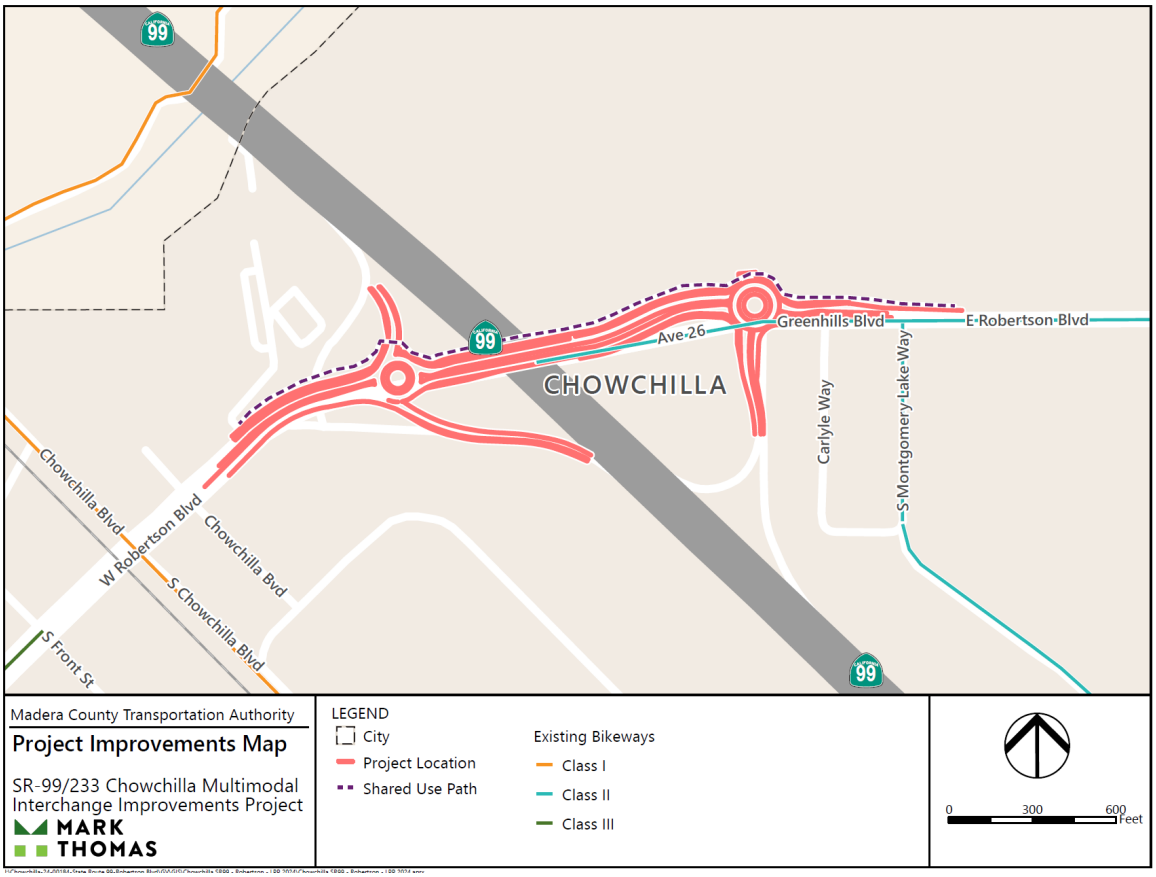


Figure 5: Project Improvements

Outputs

The Project outputs include:

- 15,100 sq ft new bridge
- 4,508 linear feet of shared use path/sidewalk
- 567 linear feet of new crosswalk
- 323 sq ft of modified/improved interchanges
- 30 new curb ramps installed
- 2 Roundabouts
- 4 ramp modifications

Independent Utility

The Project is not being segmented and has independent utility.

Nominating Agency and Implementing Agency Agreement

MCTA is the nominating agency for this LPP application. Caltrans is the implementing agency for construction. Caltrans signed the cover letter indicating their commitment to the Project.

Reversible Lanes

The Project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15. Caltrans District 6 engineering staff deemed reversible lanes inapplicable to the Project based on scope.

D. Screening Criteria

Project Eligibility

The Project aligns with Section 6B Eligible Projects in the LPP guidelines. The Project is consistent with subdivisions (a) and (b) of Government Code Section 8879.70 and Streets and Highways Code Section 2032(a). The Project meets multiple eligibility categories.

- Eligibility Criteria A: The Project improves traffic flow at the SR 99/233 interchange through safety and operational improvements with a useful life of at least 15 years.
- Eligibility Criteria E: The Project improves mobility and safety of all roadway users travelling to opposite sides of the City via SR 233 through the construction of roundabouts and dedicated active transportation facilities.
- Eligibility Criteria F: The Project provides a new shared-use path and fills existing sidewalk gaps, as well as provides crosswalks to improve bicycle and pedestrian safety and mobility.
- Eligibility Criteria G: These improvements will promote mode shift from single occupancy vehicles to active modes, resulting in air quality benefits for the Central Valley region.

Committed Funding

The electronic Programming Request Form is included in the Appendix. The form lists all funding match sources and other committed funding as well as performance measures.

Eligibility Verification Documentation

MCTA is eligible to submit to the LPP under voter-approved taxes, tolls, and fees requirements. MCTA administers Measure T, the ½ percent sales tax in Madera County dedicated to transportation improvements that was approved by voters in 2006. The Madera County Transportation Authority is listed as an eligible taxing authority receiving LPP formula funding in Appendix VI of the 2024 LPP Guidelines.

The Project funding plan includes local Developer Impact Fees. The City has a Developer Impact Fee that is imposed on new developments to help cover the costs of public services and infrastructure associated with development. New developments generate additional structures, residents, and employees, which place an additional cumulative burden upon the local street system. The City expects new developments to pay a share of the new facilities. The purpose of the fee is to provide adequate transportation-related improvements to serve cumulative development within the City.

Avoid/Mitigate Negative Impacts to Disadvantaged/Low-Income Community

The Project would not result in disproportionate or adverse effects to minority or low-income populations. The Project does not result in displacement of any residences.

Conversely, the proposed improvements support MCTA and Caltrans' commitment to advancing equity and removing barriers to opportunity through improved access and mobility. The Project provides an infrastructure investment to support mobility choices in an underserved community. Detailed information on disadvantaged communities in the Project area is included in Community Engagement.

E. Project Delivery

Delivery Method

Design and right-of-way activities for the Project are currently underway. The Project will be developed and constructed using a design-bid-build delivery method.

Contracts

One construction contract is expected for the Project.

Schedule Risks

A detailed schedule has been developed for all project milestones and illustrates completion timelines for the Project's critical elements. LPP funds are anticipated to be obligated for construction before the December 2026 CTC meeting. Construction will begin quickly upon the obligation of funds and be expended expeditiously.

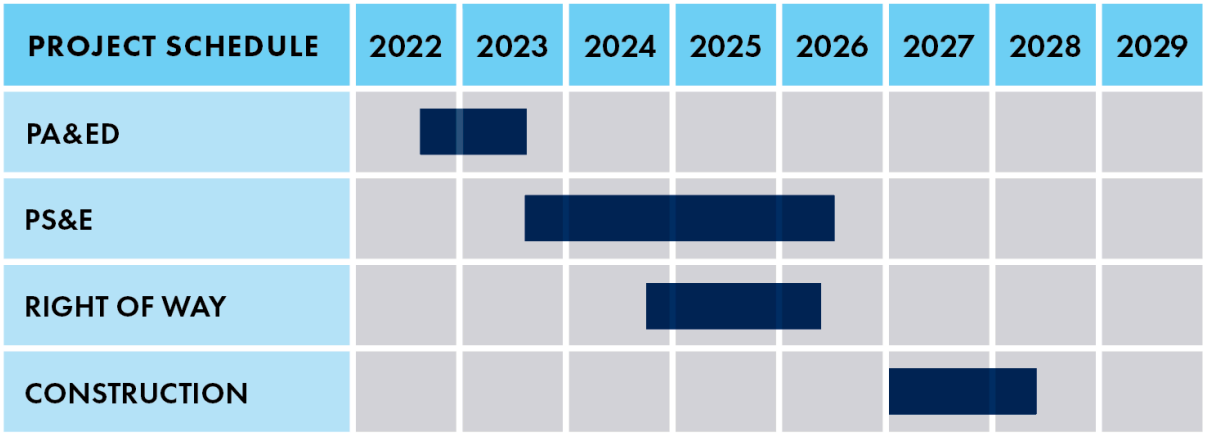


Figure 6: Project Milestone Schedule

The Project's California Environmental Quality Act (CEQA) Initial Study with Mitigated Negative Declaration (IS/MND) was approved in August 2023 (Link). Design is currently underway and anticipated to be completed by July 2026. Right-of-way began concurrently with design, and acquisition is anticipated to be completed by June 2026. The construction contract award is anticipated to be made by January 2027, and construction activities will begin in March 2027. Construction will occur over an 18-month schedule and is anticipated to be completed by August 2028.

Other Potential Risks

Deliverability

MCTA, the City, and Caltrans have successfully delivered prior phases of the Project. Collaboration on this Project between MCTA, the City, and Caltrans has allowed the project management team to build and monitor processes that provide for successful project delivery and minimize risk to all stakeholders.

Engineering Issues

The Project is the result of engineering and design studies and activities, which have gone through the Caltrans approval process to demonstrate their technical feasibility. MCTA, the City, and Caltrans have extensive experience in managing various surface transportation improvement projects. Caltrans will be the implementing agency for Project construction.

Funding Commitments

As demonstrated by the funding plan in Section H, MCTA has invested significant resources and local funding to implement all Project development phases to date and remain committed to building this Project with Caltrans. MCTA has committed $21,261,000 across all phases of the Project. The City has committed $1,900,000 in Developer Impact Fees for Project construction. The Project also has $300,000 in committed state funds from the SHOPP Minor B Program. The Project was recommended to receive $4,000,000 in Community Project Funding by Congressman Duarte and is in the draft appropriations bill. The funding plan includes a contingency to cover unanticipated cost increases.

Rail Company Coordination

The Project scope does not necessitate coordination with rail companies.

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Status

The environmental analysis determined that the Project will not have a significant impact on the environment. The CEQA IS/MND was completed in June 2023 (Link). The Notice of Determination was completed in September 2023 (Link).

F. Evaluation Criteria

Performance Measures

Performance measures have been prepared for the Project following SB1 Technical Performance Measurements Methodology Guidebook and provide a comparison between the Build and No Build project scenarios. The performance measures and required back up are provided in the Appendix. The results of these metrics are included in the discussions below.

Accessibility

Multimodal Solutions

The SR 99/233 interchange is the only crossing over SR 99 in the City of Chowchilla; there are no other viable options for cyclists and pedestrians to cross SR 99 from one side of the City to the other. According to the USDOT Equitable Transportation Community (ETC) Explorer, the City suffers from transportation insecurity, with low transportation access (83rd percentile) and high transportation cost burden (68th percentile) relative to other cities in California. Both Project census tracts suffer from transportation burdens as shown in the table below.

Table 1: Project Census Tracts Transportation Insecurity - Percentile Rank

Tract	Transportation Access	Transportation Cost Burden	Transportation Safety
3.02	87	88	87
3.01	93	68	56

Source: USDOT ETC Explorer, State Results

The existing interchange does not support multimodal travel. The SR 233 overcrossing does not accommodate cyclists, with a narrow 4-foot sidewalk, no shoulders, and no connectivity to local streets (Figure 4). The interchange off-ramps currently operate under stop control; this poses significant safety risks to active roadway users. As the City continues to grow, the existing operational and safety conditions of the interchange are expected to continue to deteriorate.

The Project will alleviate transportation barriers and enhance accessibility and connectivity by providing adequate active transportation infrastructure through the interchange. The Project will provide a 10-foot multiuse sidewalk on the north side of the SR 233 overcrossing, 8-foot shoulders, and connectivity to adjacent local streets. The Project will construct roundabouts at the off-ramp termini to slow traffic flow and increase

Figure 7: Existing Bicycle Facilities

safety for bicyclists and pedestrians. Additionally, the Project will construct sidewalks and curb ramps to fill existing gaps in the local transportation network. The Project improvements will work together to provide safe connections to existing facilities, including Class II bike lanes east of SR 99 and the Class III bicycle route to the west (Figure 7).

SR 233 has been identified as a priority project for Class II/IV bikeways/lanes in the Madera County Active Transportation Plan (pg. 20). The Project will fill active transportation infrastructure gaps, increase bicycle connectivity, and complement planned investments in the larger bicycle transportation network.

Transit Services

Transit availability in the area is limited. The Madera County Connection (MCC) provides fixed-route transit service via the Chowchilla – Fairmead bus route. On the weekdays, MCC provides five daily roundtrips from Chowchilla to downtown Madera between the hours of 7:00 AM and 6:49 PM. SR 233 is a critical route to reach the five MCC bus stops within Chowchilla city limits. All residents within ½ mile of these bus stops are defined as disadvantaged and low-income[1] (see Community Engagement). The Chowchilla Area Transit Express (CATX) is a demand-response (dial-a-ride) bus transit service in the Project area. CATX operates weekdays from 8:00 AM to 4:00 PM.

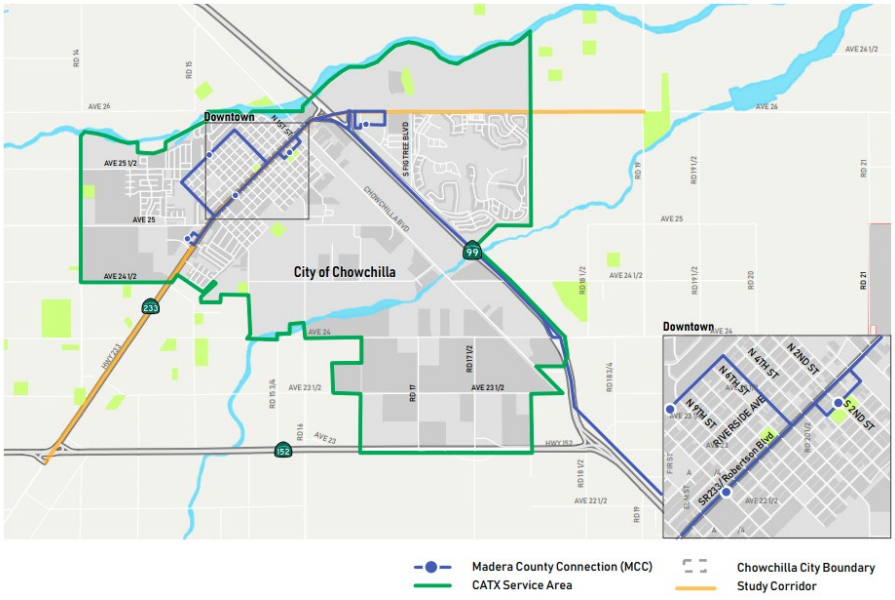


Figure 8: Local Transit Service Network

The Project will improve operations at the interchange to support travel time reliability for buses. The Project will provide low-cost, non-motorized travel options to support disadvantaged communities and encourage greater use of active modes to reach transit stops. By improving connectivity to transit, the Project will expand access to opportunities, critical services, and recreational destinations beyond the City of Chowchilla. This will improve quality of life and economic outcomes for disadvantaged residents.

Key Destinations

The Project will provide the necessary improvements to support safe east-west travel through the interchange to reach key destinations. Residents on the west side of SR 99 will have enhanced access to Save Mart, the City's largest grocery store. Residents on

[1] California Climate Investments Priority Populations 2024

the east side will have improved access to educational institutions, government services, health care, recreational opportunities, and transit connections west of SR 99. The Project will support safe access to social services such as Chowchilla Women, Infant, and Children and the Chowchilla City Senior Bus, located ½ mile west of the interchange.

The Project will support safe access to critical destinations, including schools. The City's only 3rd/4th grade school, Wilson Middle School, and Chowchilla Union High School are located on the west side of town. Ronald Reagan Elementary School is located just one mile east of the SR 99/233 interchange. The Project will improve the safety of students, parents, and teachers travelling across SR 99 to reach these schools.

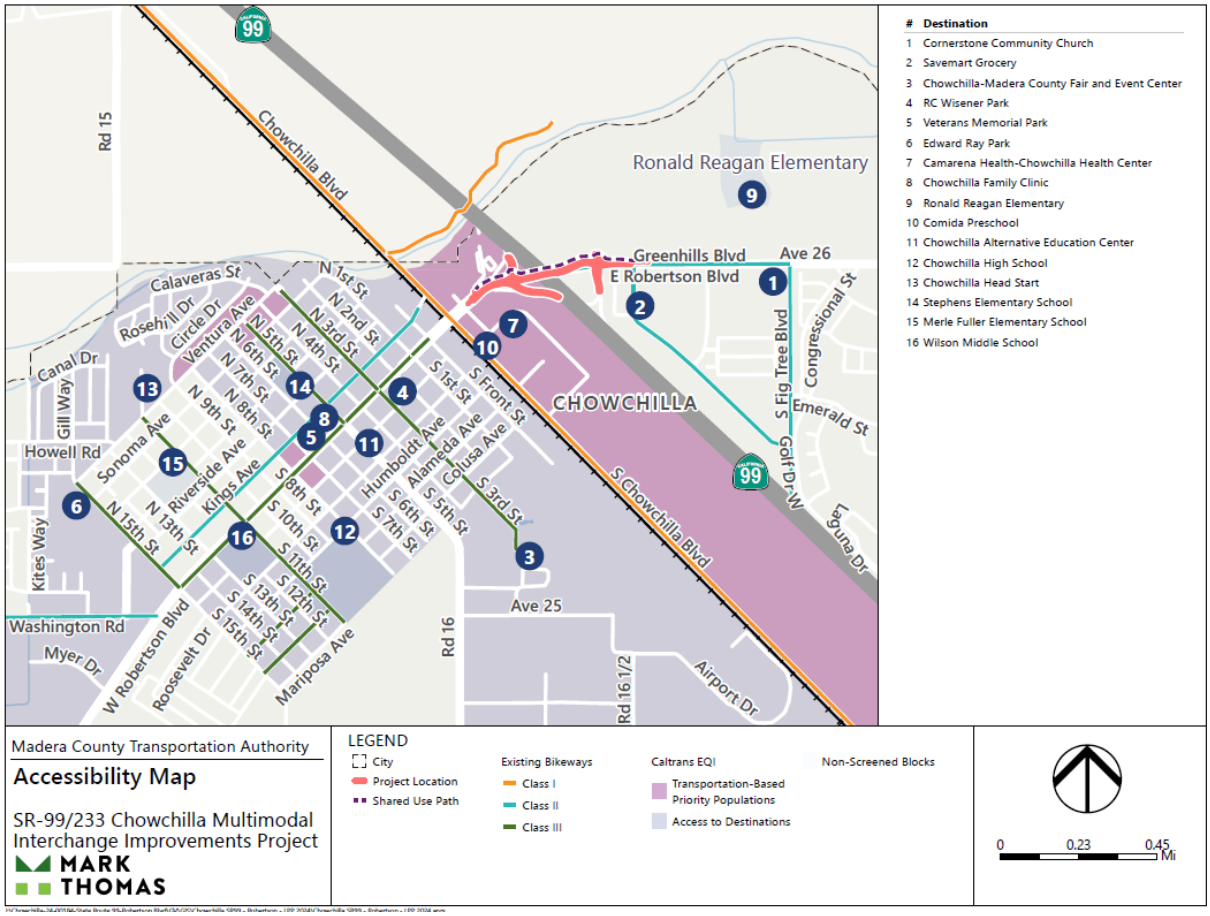


Figure 9: Accessibility Map

The existing interchange bridge was built in the 1950's when the City of Chowchilla's population was approximately 4,000 residents. Now the City's population is approximately 19,039 (2020 Census). Future development is planned for the area, including 22 affordable housing units planned southeast of the SR 99/233 interchange. The Project will provide the necessary improvements to support current and future residential development. The Project will provide critical active transportation facilities to support low-income residents and ensure equitable access from affordable housing developments to critical destinations.

The Project will improve access to key destinations and employment opportunities as shown in the table below.

Table 2: Project Accessibility Improvements

Metric	Build	No Build	Change
Number of Jobs Accessible by Mode	8,231	15,810	7,579
Access to Key Destinations by Mode	28	38	10

Source: Performance Metrics Form, 2024

Job Access

Within a 5-mile radius of the City, there are approximately 8,380 jobs (US Census Bureau). Of these jobs, most (31.8%) are in the public administration sector, followed by agriculture, forestry, fishing, and hunting (25.2%). Employment opportunities are clustered near the interchange to the west of SR 99, as shown in Figure 10.

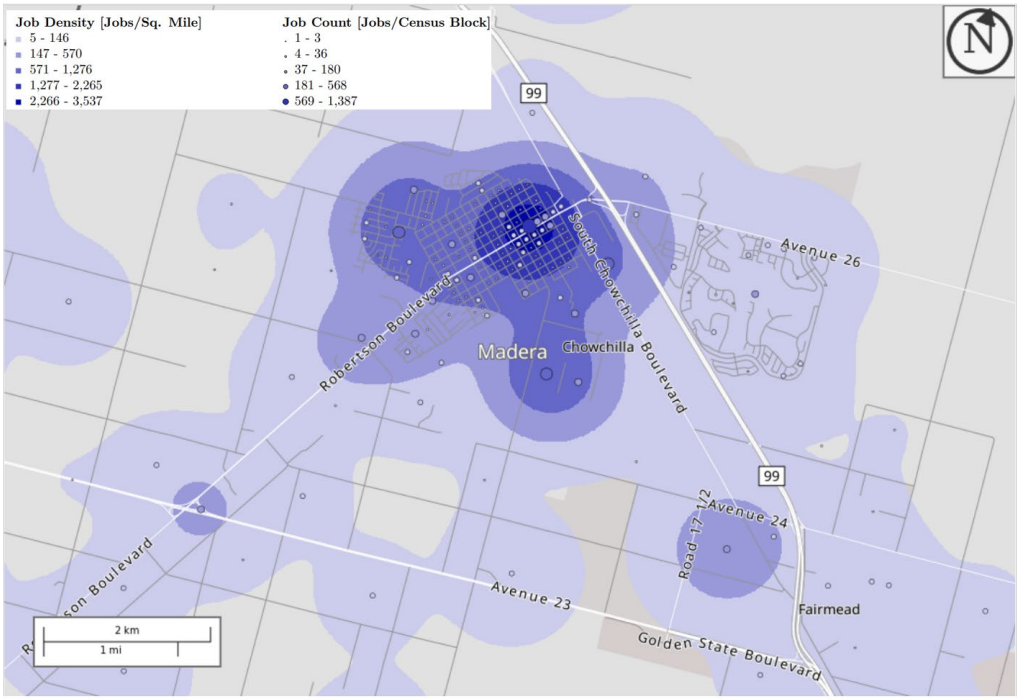


Figure 10: OnTheMap Job Density in Chowchilla

The Project will enhance access to employment, particularly agribusiness related manufacturing and processing. The Project will also support access to government jobs, which represent 24% of the Madera County workforce. Within ½ mile of the interchange, the Project will support employee access to Chowchilla City Hall and the Madera County Fire Department. The Project supports employee access to three major hotels adjacent to the interchange: Days Inn by Wyndham, Holiday Inn Express & Suites, and SureStay by Best Western.

Many residents living within Chowchilla commute to jobs in Merced and Madera. Improvements to the interchange will improve travel time reliability for commuters and local transit accessing job opportunities beyond the City.

Goods Movement Improvements

SR 233 is a central commercial corridor. It is the main trucking route and main street in Chowchilla, as well as part of the regional road network connecting SR 99 and SR 152. SR 233 serves primarily to provide for northbound traffic movement from SR 152 to SR 99. SR 99, part of the National Highway Freight Network, is the primary interregional corridor within the San Joaquin Valley and an essential link to other state routes. SR 152 is the primary access route from the central San Joaquin Valley to Monterey and Santa Clara Counties. Improvements at the SR 99/233 interchange will enhance goods movement along these routes, which are critical to shipment of agricultural goods and other commodities to markets outside the Central Valley.

Future Average Daily Traffic (ADT) volumes are provided in Table 3. Trucks comprise 15% of the ADT, most being five-axle vehicles or larger. As the City's population increases and traffic increases along SR 99 in the Central Valley, SR 233 will experience greater truck traffic. Operational improvements at the interchange are critical to ensuring the safety of vulnerable road users as traffic volumes increase.

Table 3: Average Daily Traffic at SR 99/233 Interchange

Future Traffic Volumes	All Vehicles	Trucks (15%)
2028 ADT	27,250	4,088
2048 ADT	39,150	5,873

Source: Caltrans Memorandum, Design Designation at MAD-99-26.323

The San Joaquin Valley is a critical trade and transportation gateway, vital for Madera County's local economy. The San Joaquin Valley generates over $35 billion each year, with agriculture playing a major role in the national and international distribution of processed foods and energy products[2]. According to the 2023 Crop and Livestock Report, Madera County had a gross crop production value of approximately $1.9 billion in 2023. Compared to other counties across the United States, Madera County ranks 11th in total agricultural production. Seventy-six countries received Madera County commodities in 2023 (Figure 11). The Project will improve travel time reliability for freight trucks carrying time-sensitive goods, such as fresh product, to freight facilities throughout the Central Valley and beyond. The Project will also improve local circulation, thereby reducing transportation burdens for

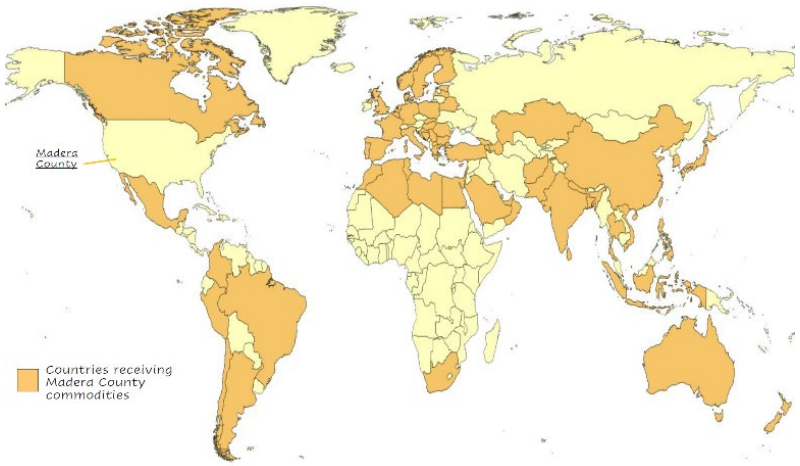


Figure 11: Global Reach of Madera Crops

[2] https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5641/chapter_4_action_element.pdf

local farmers transporting farm equipment and products across SR 99.

Madera County is home to a major freight cluster responsible for a large percentage of truck trips within the Central Valley to and from other regions in California[3]. The cluster consists of three agriculture-related businesses, four manufacturers, two major wholesalers/retailers, and a distribution center. This cluster relies on SR 99 for the movement of goods. Trucks in the Central Valley region can utilize a wider transportation network than rail and air, providing direct access to goods for transport from farms and ranches, processing and distribution centers, product deliveries, and other transport modes. Ultimately, the Project will support efficient goods movement from producers in Madera County, including rural areas of Chowchilla, to markets and intermodal facilities throughout the state and beyond.

Air Quality and Greenhouse Gases

The Project directly addresses GHG emission reduction and is included in the MCTC RTP/SCS (Link) and MCTC Air Quality Conformity Analysis (Link).

The Project promotes a mode shift from single occupancy vehicles to active modes. The Project improves operations at the SR 99/233 interchange, which will reduce vehicular and truck idling and associated emissions. The Project provides a shared use path along the SR 233 overcrossing providing a cross-town connection over SR 99. This will encourage greater walking and biking to reach local destinations.

Table 4 provides a comparison between Build and No Build conditions. With the Project, all emission categories are reduced based on the results of the Project's California Benefit-Cost Model (Cal-B/C).

Table 4: 20-Year Build and No Build Air Quality Impacts per Ton

Condition	CO	CO_2	NO_x	PM10	SO_x	VOC	PM2.5
No Build	406	52,742	67	0.62	0.52	34.4	0.58
Build	315	32,454	49	0.26	0.32	25.2	0.25
Change	(91)	(20,288)	(18)	(0.36)	(0.2)	(9.2)	(0.3)

Source: SR 99/233 Interchange Performance Measures, 2024

Alignment with Climate Plans

Multiple stakeholders in the Project have prepared Climate Action Plans (Table 5). The Project aligns with strategies to reduce emissions by encouraging use of non-vehicular modes.

Table 5: State and Local Climate Planning

Agency	Plan	Key Elements
California State Transportation Agency	Climate Adaptation Plan for Transportation Infrastructure (CAPTI)	Reducing GHG emissions and providing active transportation infrastructure

[3] https://www.kerncog.org/wp-content/uploads/2019/01/SJV_Goods_Movement_I5_SR99_2017.pdf

Agency	Plan	Key Elements
Caltrans District 6 (Includes Madera County)	2020 Adaptation Priority Report	Identifies climate hazards that impact transportation asset and mitigations
MCTC	Your Madera 2046 (MCTC 2022 RTP/SCS)	Objective 3: Improve environmental conditions through integrated planning of transportation and land uses and achieve state and federal air quality improvement mandates. Includes strategies to support multimodal transportation choice and access, zero-emission travel, and clean transportation options. The Project is listed in Appendix B, Table B-1 Streets and Roads (Link).
City of Chowchilla	2040 General Plan, Circulation Element	Policy CI 12.4: Provide safe and convenient environments for pedestrians and bicyclists…to reduce vehicular emissions. Policy CI 16.6: Continue efforts to reduce vehicle miles traveled (VMT) – such as through pedestrian and bikeway improvements, streetscape design to promote non-vehicle transportation…to reduce automobile traffic and GHG emissions.

The Project aligns with multiple strategies listed in the MCTC 2022 RTP/SCS to shift the single-occupancy transportation paradigm. The Project improves the active transportation network in the City, making non-motorized transportation a viable choice. The Project includes VMT mitigation measures to support shared ride vanpool programs designed to get people to employment destinations (see Vehicle Miles Traveled).

Community Engagement

Identification

According to CalEnviroScreen (CES) 4.0, the Project is classified as a disadvantaged community. Project census tracts 6039000202 (2.02) and 6039000300 (3.00) rank in the

82nd and 75th percentiles for overall CES scores, respectively. This indicates that the Project area has relatively high pollution burdens and population sensitivities.

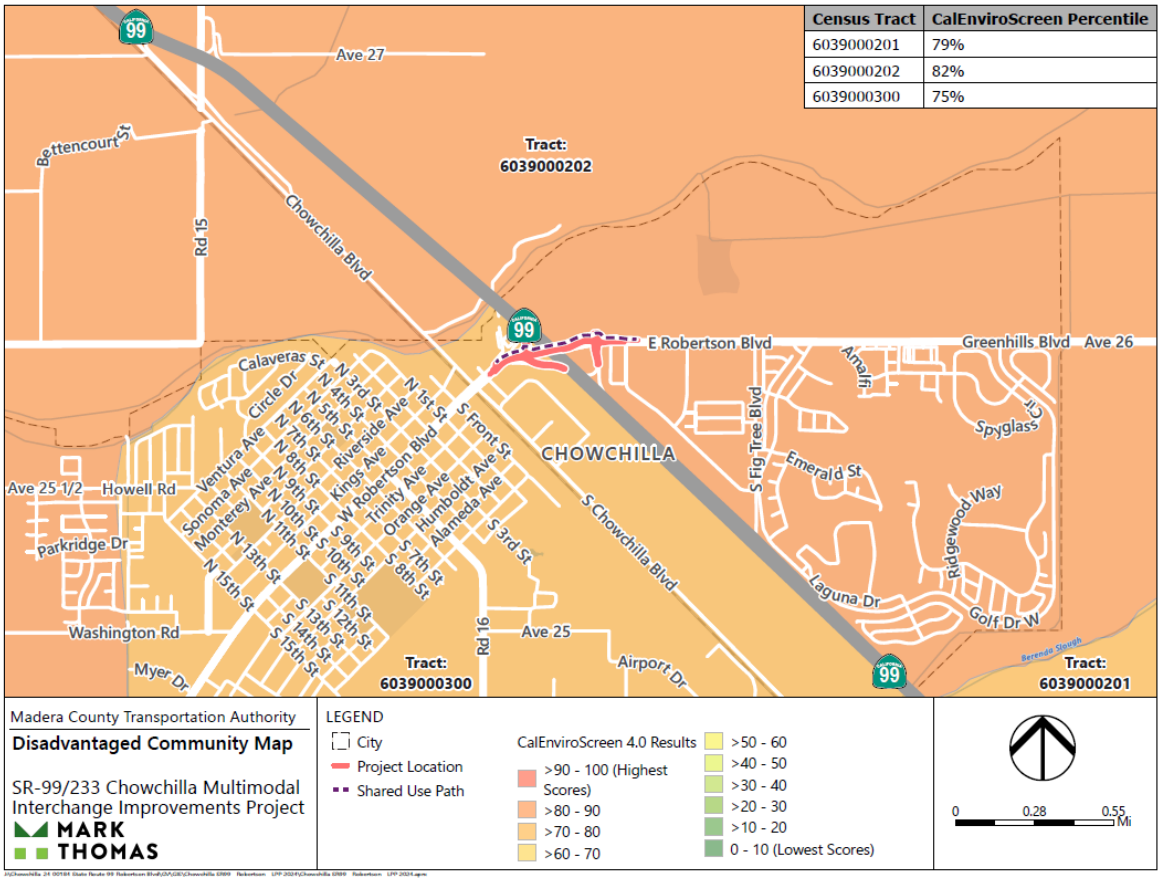


Figure 12: Disadvantaged Communities Map

The Project area is associated with poor air quality due to high levels of pollution. The tracts rank in the 77th percentile for Ozone. Census tract 2.02 ranks in the 91st percentile for pesticides and 97th percentile for groundwater threats. Tract 3.00 ranks in the 85th percentile for Particulate Matter 2.5 and 84th percentile for groundwater threats. Table 6 below provides additional information on CES indicators for the Project area.

Table 6 - CalEnviroScreen Indicators for Project Census Tracts (Percentiles)

Census Tract	Pollution Burden	Ozone	PM 2.5	Pesticides	Groundwater Threats	Cardiovascular Disease	Unemployment
2.02	87	77	59	91	97	100	89
3.00	78	77	85	71	84	100	51

Source: CES 4.0

As shown in the table above, the Project area is associated with high rates of cardiovascular disease and high unemployment. The Project will provide active transportation infrastructure, which will encourage mode shift away from vehicles. This will improve public health outcomes for disadvantaged community members by reducing vehicular emissions and encouraging greater use of active modes.

As discussed under Accessibility, the Project is in census tracts associated with transportation insecurity due to poor transportation access and safety, as well as high transportation cost burden. The Project implements safety improvements at ramp termini and provides dedicated facilities for active roadway users to travel along SR 233 through the interchange. The bicycle and pedestrian facilities will expand low-cost mobility options and reduce the transportation cost burden for low-income residents. The Project will enhance connectivity to local businesses, services, and transit stops, expanding access to opportunity in the disadvantaged community.

Engagement

The public has been actively engaged in the Project development process since 2012. Outreach efforts have been conducted for the SR 233 Corridor Study, 2022 MCTC Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), City of Chowchilla 2022 Local Roadway Safety Plan, and MCTC Active Transportation Plan (ATP).

SR 233 Corridor Study

The SR 233/Roberston Boulevard Corridor Planning Study and Downtown Master Plan involved the development of a Public Participation and Outreach Plan to establish project awareness and understanding, obtain diverse community participation, solicit and receive input on the project, establish community trust, and meet community needs. MCTC, the City of Chowchilla, and Caltrans District 6 invited Madera County and Chowchilla residents, business-owners, truck operators, employees, and community groups to become engaged in the Project. Targeted outreach was conducted to capture groups who may be underrepresented due to disabilities, socioeconomic status, Limited English proficiency, and ethnicity/race.

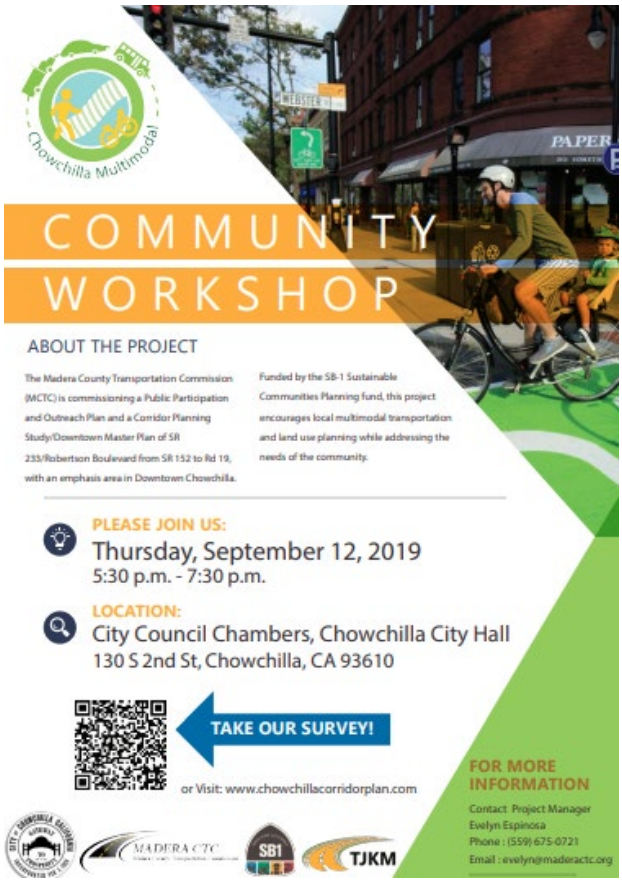


Figure 13: Community Workshop Flyer

Major outreach tools included a project website, online surveys, social media posts, pop up events, community workshops, and walkshops, and flyer postings (see Figure 13).

Two community workshops were held. The first community workshop was held on September 12, 2019, at Chowchilla City Hall. The community reviewed the existing conditions analysis and provided input on major issues along the SR 233 corridor. The public identified the need for bicyclist improvements to the bridge overcrossing.

Congestion/traffic queuing at the SR 99/233 interchange was also identified as a safety concern.

The second public workshop was held virtually on August 18, 2020. The workshop provided conceptual design alternatives for discussion and feedback. The public identified the need for sidewalk improvements to provide connectivity. Concerns around ADA compliance, pedestrian and bike improvements at the intersection of Robertson Boulevard with SR 99 were also highlighted.

Recently, the community has been engaged in the complementary Capital Preventative Maintenance (CAPM) project. On April 30, 2024, Caltrans hosted a virtual public meeting to present the purpose and need for the project, introduce the project alternatives, answer questions, and receive public comment.

Your Madera 2046

During development of Your Madera 2046, the 2022 MCTC RTP/SCS outreach efforts included developing and maintaining a bilingual website, bilingual social media posts, bilingual surveys, interactive mapping tools, and bilingual presentations. The website consolidates all project related information, materials, and event information for the public to utilize.

Figure 14: Bilingual Social Media Post

Three virtual community meetings and four in-person meetings were held. A variety of stakeholders were engaged, including the City of Chowchilla, Chowchilla Elementary, Chowchilla Union High School, and Chowchilla Medical Center of Madera Hospital. The interactive mapping tool, Social Pinpoint, was used to collect location-specific feedback, comments, and ideas for the project. To accommodate participants with limited-English proficiency, translation services were provided.

A community meeting was held at the Chowchilla Library on April 12, 2022. The public identified the need for construction of new sidewalks and bicycle facilities. The public also voiced concern regarding speeding and safety.

City of Chowchilla 2022 Local Roadway Safety Plan

The City's Local Roadway Safety Plan (LRSP) was developed to address public safety concerns and reflect community needs and priorities. The LRSP presents strategies and actions to reduce fatal and serious collisions. To improve intersection safety, the City will conduct public information and education campaigns for intersection safety laws regarding traffic lights, stop signs, and turning left or right. To improve pedestrian safety, the City will provide pedestrian safety campaigns and outreach to raise awareness of pedestrian safety needs through media and public events.

Madera Active Transportation Plan

During development of the Madera County Active Transportation Plan (ATP), community engagement was conducted from December 2016 through October 2017. Outreach methods included an interactive online mapping tool, online surveys, stakeholder focus groups, local agency meetings, and pop-up public input stations. Public feedback was sought to inform the planning and delivery of cycling and walking infrastructure. The Planning team provided information about the ATP development at the First 5 Maera County Week of the Young Child on April 17, 2017, at Veteran's Memorial Park in Chowchilla. Fifteen members of the public visited with the planning team. The need for bicycle facilities on the SR 233 overpass was identified by a resident via comment card.

Outcomes

The Project scope was directly informed by community input and priorities. After multiple community workshops, online surveys, Stakeholder Advisory Committee meetings, and various community member discussions, a list of community identified needs and priorities was developed and synthesized to inform the Project conceptual design alternatives.

As discussed above, public concerns around congestion, traffic queuing, ADA compliance, and active transportation improvements at the intersection of SR 233 with SR 99 were considered. The Project directly addresses these community-identified needs. The installation of roundabouts will provide traffic calming measures to reduce congestion and improve safety for active roadway users. The Project provides accessible bicycle and pedestrian facilities for users of all abilities to reach their destinations. The Project improvements will work together to establish SR 233 as a multimodal corridor where people can easily access safe, convenient, and connected non-motorized modes of travel. This will provide significant public health and safety benefits for low-income and disadvantaged residents.

Impacts

The Project will not have any disparate impacts based on race, color, socioeconomic status, gender, sexuality, disability status, or national origin. The bicycle and pedestrian improvements will be ADA-compliant and provide accommodation for handicapped individuals. The Project does not displace any residences.

As discussed previously, MCTA, Caltrans, and the City of Chowchilla have conducted extensive community engagement throughout all stages of project development. MCTA, the City, and Caltrans will continue to engage the surrounding residents and businesses during construction to ensure community awareness of road closures and ensure that any concerns are addressed.

Cost Effectiveness

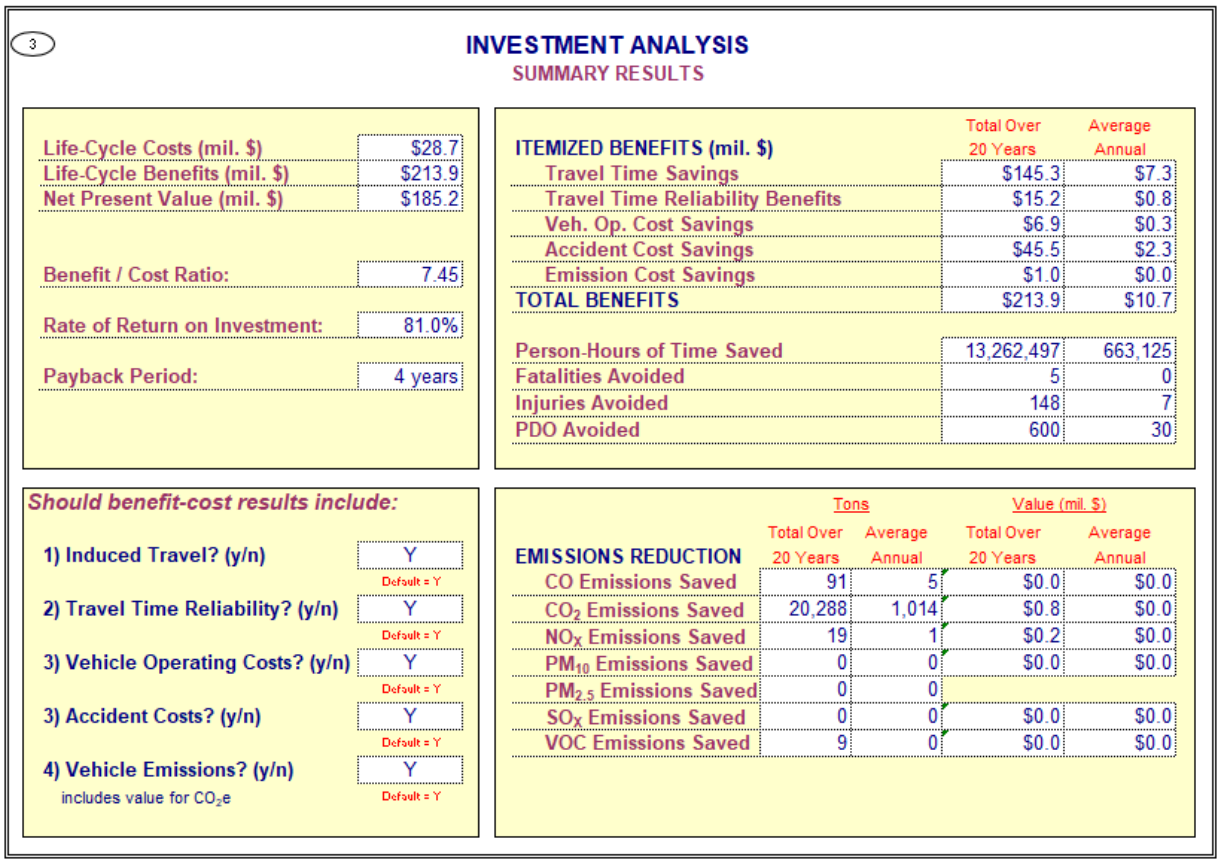
The Cal-B/C model for the Project was conducted using the corridor version of the California Lifecycle Benefit/Cost Analysis (Cal-B/C v8.1 Corridor). Four primary categories of user benefit were estimated using the Cal-B/C model: travel time savings, vehicle operating cost savings, emissions reductions, and collision reductions. Cal-B/C Corridor estimates these benefits from changes in vehicle hours of travel (VHT), VMT,

truck volumes, and avoided collisions. Below is a brief description of the key inputs in the Cal-B/C model.

- Caltrans Traffic Count Data for SR 99 at the interchange and SR 233 from Chowchilla Boulevard to Montgomery Lake Way.
- Average vehicle speeds were developed using the Madera County Transportation Commission Regional Travel Demand Model.
- The Project length was estimated using an exhibit of the Project limits and Googe Earth.
- Vehicle Miles Traveled (VMT) was provided by the VMT Mitigation Proposal document.
- The Vehicle Hours Traveled (VHT) was calculated by dividing the VMT by the average vehicle speed.
- An Average Vehicle Occupancy value of 1.67 was used in alignment with USDOT's 2022 Benefit Cost Analysis guidelines.
- Collision data from January 2019 to December 2023 was pulled from the Transportation Injury Mapping System (TIMS).
- FHWA Crash Modification Factors (CMF) Clearinghouse countermeasures were used for injury reduction factor (see Safety).

The Project life was 20 years, with construction beginning in 2027 and Project opening in 2028. The model compares the Build and No-Build scenarios for 2028 and 2048 analysis years.

As shown below, the Project results in an economic benefit of $213,738,603 over 20 years for corridor users. This is a benefit cost ratio of 7.45:1. Detailed information documenting the calculations and studies for the additional Project benefits is found in the Appendix.



3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$28.7
Life-Cycle Benefits (mil. $)	$213.9
Net Present Value (mil. $)	$185.2
Benefit / Cost Ratio:	7.45
Rate of Return on Investment:	81.0%
Payback Period:	4 years

ITEMIZED BENEFITS (mil. $)	Total Over 20 Years	Average Annual
Travel Time Savings	$145.3	$7.3
Travel Time Reliability Benefits	$15.2	$0.8
Veh. Op. Cost Savings	$6.9	$0.3
Accident Cost Savings	$45.5	$2.3
Emission Cost Savings	$1.0	$0.0
TOTAL BENEFITS	$213.9	$10.7
Person-Hours of Time Saved	13,262,497	663,125
Fatalities Avoided	5	0
Injuries Avoided	148	7
PDO Avoided	600	30

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Travel Time Reliability? (y/n)	Y (Default = Y)
3) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	91	5	$0.0	$0.0
CO_2 Emissions Saved	20,288	1,014	$0.8	$0.0
NO_X Emissions Saved	19	1	$0.2	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	9	0	$0.0	$0.0

Figure 15: Cal-B/C Results

Deliverability

Project design and right of way phases are underway. Final design will be completed by July 2026 and right of way certification will be completed by June 2026.

The following schedule lists all the major milestones for completion of the Project.

Table 7: Project Milestone Schedule

Project Milestone	Start	End
PA&ED	September 2022	August 2023
PS&E	September 2023	July 2026
ROW	November 2024	June 2026
CON	January 2027	June 2028

Leveraged Funds

The Project has $21 million in committed funding from Madera County's Measure T Regional Program, $300,000 from Caltrans Minor B State Highway Operations and Protection Program (SHOPP), and 1.9 million from City of Chowchilla's Developer Impact Fee Program. The Project was recommended to receive $4 million in Community Project Funding by Congressman Duarte and is in the draft appropriations bill (Link). The Project leverages funds above the required one-to-one match in the Construction Phase.

Safety

A safety analysis was conducted for the Project using the Transportation Injury Mapping System (TIMS). From 2019-2023, the Project area experienced 21 collisions, one involving a pedestrian (see Table 8). Eight collisions resulted in injuries, including one serious injury.

Table 8: Project Area Collisions, 2019-2023

Collision Type	Count	Percentage
Sideswipe	3	14%
Read End	5	24%
Broadside	3	14%
Hit Object	7	33%
Overturned	2	10%
Vehicle/Pedestrian	1	5%
Total	21	100%

Source: TIMS Collision Data for January 1, 2019 through December 31, 2023

The 2022 LRSP identified that vehicle-pedestrian collisions are concentrated along the SR 233 corridor. Most collisions happen at night. In the City, 99% of crashes occur at intersections and 1% occur on roadway segments.

To reduce fatal and serious injuries at intersections, the LRSP recommends installing roundabouts. Roundabouts are an FHWA Proven Safety Countermeasure; conversion of a two-way stop-controlled intersection to a roundabout reduces fatal and serious injuries by 82%.[4]

Table 9 presents proven safety countermeasures included in the Project and their associated Crash Reduction Factor (CRF) and expected life:

Table 9: Project Safety Countermeasures

ID	Countermeasure	CRF	Expected Life
11246	Install Sidewalk	40%	20 Years
4123	Install High-Visibility Crosswalk	40%	20 Years
1283	Install Lighting at Interchanges	50%	20 Years
9156	Convert Intersection to Roundabout	72%	20 Years
9786	Convert 2-Lane Undivided to 4-Lane Divided Road	75%	20 Years

Source: CMF Clearinghouse

According to the Cal-B/C, the Project will result in $45,542,817 in accident cost savings over the life of the Project. The Project will reduce the number and rate of fatalities and serious injuries, as shown in the table below.

Table 10: Safety Performance Metrics, 2028-2048

Metric	Build	No-Build	Change
Number of Fatalities	0.15	0.8	(0.65)
Number of Serious Injuries	3.1	17.8	(14.7)
Rate of Fatalities	3.1	7.7	(4.6)
Rate of Serious Injuries	69	170	(101)

[4] (CMF ID: 211, 226) AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).

Source: SR 99/233 Chowchilla Multimodal Interchange Performance Measures, 2024

The Project will construct two roundabouts at the SR 99 ramp termini to lower vehicle speeds and reduce conflict points. This will create a safer, more suitable environment for walking and biking. To further improve pedestrian and bicyclist safety, the roundabouts will be installed with enhanced lighting, median crossing islands, and crosswalk visibility enhancements. Wider edge lines and enhanced Intelligent Transportation Systems elements will also be implemented. The CAPM project will complement Project improvements and further enhance pedestrian safety through the provision of bulb-outs and flashing beacons.

System Preservation

The Project is programmed in the SHOPP, the State Highway System's (SHS) fix-it-first program that funds the repair and preservation, as well as safety and operational improvements, on the SHS. The Project will have a 40-year design life with a pavement section of either Continuously Reinforced Concrete Pavement or Hot Mix Asphalt with a wear surface of Rubberized Asphalt. The Project will increase the Pavement Condition Index and Bridge Condition Rating for Bridge Deck, Superstructure, Substructure. The sign of this structural section accounts for the higher-than-average volume of heavy truck traffic along this corridor. In addition to more robust pavement, the roadway will include stormwater collection and conveyance systems to drain the road surface and prevent saturation of the road base.

The Project is also within the limits of a CAPM project, located on SR 233 from Avenue 24 ½ to SR 99. The CAPM project will repair the distressed pavement and improve multimodal mobility and accessibility by resurfacing the highway, updating curb ramps to current ADA standards, and make complete streets improvements. The Project will upgrade Transportation Management System (TMS) elements including Class II bicycle lanes, ADA curb ramps, bulb-outs, parking bays, enhanced visibility crosswalks, lighting, sidewalks, flashing beacons, and broadband.

The Project will complement Caltrans' investment in the CAPM project. The Project's active transportation infrastructure will connect directly to upgraded facilities. Project improvements to interchange operations will extend the useful life of the pavement, improve travel time reliability, and improve the overall transportation system. The Project facilities will be regularly maintained and rehabilitated to extend the service life and reduce major rehabilitation costs.

Transportation, Land Use, and Housing Goals

Regional

Madera County 2022 RTP/SCS

The Project is consistent with the goals and objectives of the Madera County 2022 RTP/SCS. The Project is identified as a priority improvement within the county (pg. 4-16).

The Project is a Tier 1 project in the Measure T Regional Program[5]. The Project is important to Chowchilla residents as it is the primary connector between the east and west sides of town. The Project is a direct response to community-identified need to increase safety of all modes through the SR 99/233 interchange.

The Project aligns with the 2022 RTP/SCS Goals as shown in the table below.

Table 11: Madera County 2022 RTP/SCS Goals

Goal	Alignment
Improve Quality of Life	The Project provides increased access to jobs, education resources, housing, and recreational facilities by providing safe, multimodal facilities for all road users.
Raise Economic Prosperity	The Project will create 882 new jobs. The Project will improve mobility and non-motorized access for low-income residents to education and new job opportunities. The Project will increase access to 15,810 jobs and 38 key destinations. The Project will improve local circulation and operations at the interchange, improving travel time reliability of freight and goods movement. This will enhance economic viability and attract new investment in the region.
Cultural Diversity	The Project respects the needs of the community and facilitates a range of transportation modes.
Promote Public Health and a Cleaner Environment	The Project provides low-carbon transportation options to encourage mode shift from vehicle to walking and bicycling. Roundabouts will enhance travel flow through the intersections and reduce idling, thereby reducing emissions and improving air quality.

The Project supports 2022 RTP/SCS objectives and strategies. The Project will improve mobility and provide equitable access to convenient transportation options for all road users. New bicycle and pedestrian facilities will be ADA-compliant and connect to the existing active transportation network. The Project supports higher density land uses and plans for affordable housing development by increasing walkability along the SR 233 corridor. The Project improves the safety of active road users along a regionally significant truck route. The Project supports the safe and efficient movement of people and goods and increases economic vitality. The Project will reduce emissions and provide environmental benefits by improving air quality.

Local

City of Chowchilla Housing Element

During the development of the City of Chowchilla 2024-2032 Housing Element, the community was engaged to identified housing needs, constraints, barriers, and opportunities. The community identified the need for locally based jobs, services, amenities, and resources, as well as more affordable housing.

The lack of housing diversity and unit mix negatively impacts more vulnerable populations like youth aging out of foster care, individuals and families experiencing homelessness, and seniors. Individuals exiting foster care cannot find small, affordable units in Chowchilla and must go to Madera, Fresno, or Stockton. Families experiencing homelessness who want to keep their children in Chowchilla schools are living in their

5 https://www.maderactc.org/sites/default/files/fileattachments/measure_t/page/1601/strategic_plan_2021_r.pdf

cars or in motels. Senior citizens living on fixed incomes struggle to afford homeownership and provide for themselves as they age.

The community identified SR 233/Robertson Boulevard as the optimal focus area for future investments. The SR 233 corridor provides a hub for socioeconomic opportunities. The community recommended increasing the allowed density along the corridor to reduce vehicle miles traveled, create walkable neighborhoods with access to transit, services, amenities, and resources.

In response to community needs and concerns, the City will recruit and assist developers to create affordable and special needs housing. The City will also increase density for affordable projects that qualify under the state Density Bonus Law. The City will support efforts to rehabilitate existing housing stock and reduce parking and open space requirements, allowing higher density land uses.

The City currently has seven affordable housing complexes. There are 45 Section 8 Apartments and 327 low-income housing units. The City developed the Cottage Home Program, or Accessory Dwelling Unit (ADU) Program, to streamline the process to encourage infill residential development and increase housing production to meet the City's housing demand goals as set forth by the California Department of Housing and Community Development. This program also expands affordable housing options and introduces a new source of potential income for property owners who choose to construct a cottage home and utilize it as rental property.

The City submitted its Housing Element annual progress report to the State of California on September 11, 2024. The Project will consider pursuing a full Prohousing Designation after receiving LPP funding.

Vehicle Miles Traveled

The Project provides regional benefits for travel time reliability and savings. According to the Cal-B/C, the Project will result in 13,262,497 Person Hours of Travel Time Saved over 20 years. This will provide $260,143,888 in travel time benefits and $15,180,579 in travel time reliability cost savings. Additionally, the Project will reduce vehicle operating costs by $6,890,176 over 20 years.

A traffic analysis was prepared to determine the ADT, VMT, and VHT impacts at the SR 99/233 interchange. The Project promotes a mode shift to active transportation, reduces congestion, and reduces delays. Table 12 below compares with the Project and without Project scenarios for 2028 and 2048.

Table 12: Project and No Project Transportation Performance Measure Comparison

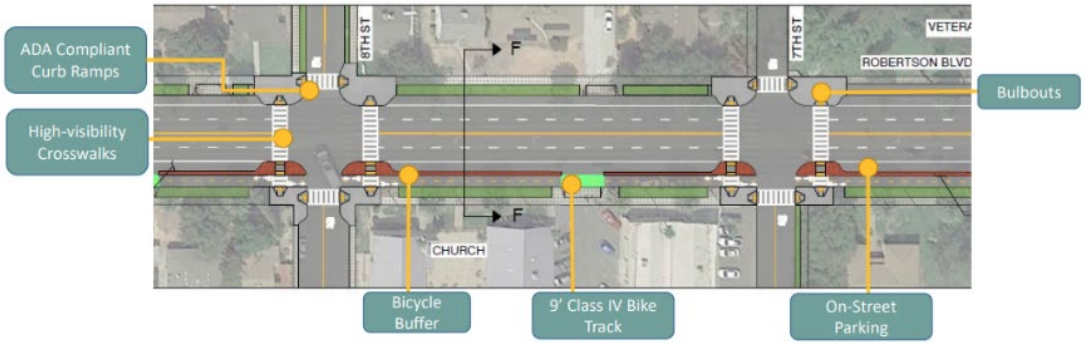
Performance Measure	2028			2048		
	Project	No Project	Change	Project	No Project	Change
ADT	27,250	20,680	(6,570)	32,580	39,150	(6,570)
VMT	7,732	9,532	(1,800)	12,248	14,048	(1,800)
VHT	291.7	718.8	(427)	426.6	2,126	(1,699)

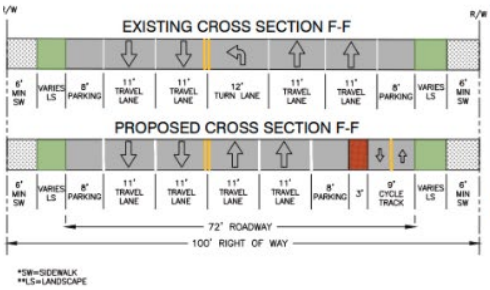
Source: SR 99/233 Chowchilla Multimodal Interchange Performance Measures, 2024

Through the provision of active transportation infrastructure, the Project will encourage mode shift and reduce VMT by 1,800 daily miles over the life of the Project. A VMT Mitigation Plan has also been developed for the Project and is included in the

appendix. Proposed mitigation measures include the funding of a vanpool program and a two-way bike track.

The Project proposes to provide funding for the expansion of the CalVans vanpool program from SR 99/Herndon Avenue to the Valley State Prison (VSP) and the Central California Women's Facility (CCWF). Additionally, the Project proposes to fund an active transportation element identified as Alternative 6 in the SR 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan. Funding would go to the existing Chowchilla Capital Preventative Maintenance (CAPM) program (see System Preservation) and the construction of a two-way bike track would be added to the scope. These proposed measures would significantly reduce VMT and reduce emissions.





Proposed Improvements

- Removal of the left turn lane
- Installation of a 9-foot two-way cycle track with 3-foot median buffer
- Maintain existing left turn lane where turn volumes are particularly high.
- Removal of parking to accommodate left turn lanes
- Maintain existing travel lanes

Benefits:	Drawbacks:
• Increase bicycle safety and comfort • Provides a greater level of protection for cyclists • Increase pedestrian safety by installing bulbouts • Maintains existing travel lanes	• Only key intersections will have left turn lanes • Cycle track on one side of the street may require out of directional travel for cyclists to access destinations and routes

Figure 16: Alternative 6 - Two-Way Bike Track

G. Other Project Information Areas

Climate Change Resilience and Adaptation

The Caltrans District 6 Climate Change Vulnerability Assessment identifies changes in temperature and precipitation as climate change impacts in the Project area. The San Joaquin Valley has hot, dry summers. In recent years, summers have gotten hotter and longer, with triple-digit temperatures lasting longer than one week. Extended periods of high temperatures can increase the buckling and rutting of roads. Higher temperatures, changing precipitation patterns, and extended periods of drought increase the risk of wildfire.

According to First Street data, 99% of all properties in Chowchilla have a risk of being affected by wildfire over the next 30 years. As shown in Figure 17, Chowchilla overall has an extreme risk of wildfire.

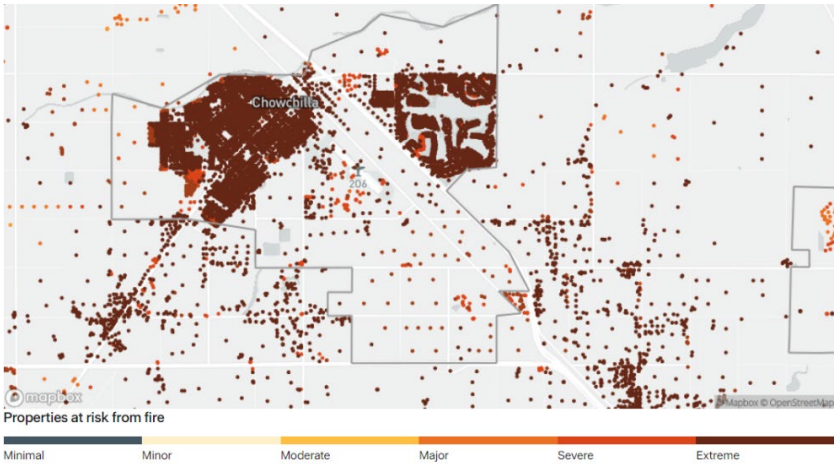


Figure 17: 30-Year Wildfire Risk in Chowchilla

The Caltrans District 6 2020 Adaptation Priorities Report discusses risk posed to pavement binder grade caused by extreme heat. Pavement binder holds the aggregate materials in asphalt together; when temperatures become too hot, the binder can become pliable and deform under the weight of traffic. After wildfires burn, the ground becomes less hard and therefore less capable of absorbing water. As a result, the aftermath of wildfire can increase flood flows.

The Project addresses these climate risks by providing a robust pavement section to withstand the impact of higher-than-average heavy truck traffic along the corridor. The Project facility will have a 40-year design life with a pavement section of either Continuously Reinformed Concrete Pavement or Hot Mix Asphalt with a wear surface of Rubberized Asphalt. The roadway will include storm water collection and conveyance systems to drain the road surface and prevent saturation of the road base.

The Project also provides Complete Streets improvements to encourage mode shift from vehicle to active transportation. Greater use of active modes will reduce the wear and tear on the roadway, as well as reduce vehicular emissions and improve air quality.

Protection of Natural and Working Lands, and Enhancement of the Built Environment

The Project considers the impacts of land use and the built environment to provide a transportation solution to promote safe transportation design. The Project will connect existing bicycle and pedestrian infrastructure on the east and west sides of SR 99, linking

Chowchilla residents to key community destinations and services. The Project will close a critical gap in the local bicycle network, connecting existing bicycle facilities on either side of SR 99. These facilities will be utilized by students, teachers, and parents travelling to school, as well as employees accessing jobs.

The Project will be constructed primarily within the existing footprint of the current facility. Approximately 4.1 acres will be converted from vacant land and commercial uses to transportation use. The Project does not require acquisition of any agricultural or farmlands.

The Project will remove only those trees and shrubs required for the construction of new roadway facilities. The Project will avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems. The Project will include replacement planting and additional aesthetic elements to provide color, texture, and visual interest to the landscape.

Public Health

As discussed under Community Engagement, pedestrian and bicycle access are primary community-identified concerns in the Project area. More specifically, the community expressed the need for safe active transportation facilities on SR 233 at the SR 99 interchange to facilitate non-motorized travel to and from opposite sides of the City. The Project represents a Complete Streets solution that eliminates transportation barriers, increases safety, and improves public health. Project improvements will provide a safe, comfortable facility for all road users to travel across SR 99. The Project removes conflicts between vehicles and bicyclists and pedestrians by providing a dedicated facility for active transportation. The construction of roundabouts will calm traffic and improve safety for the most vulnerable roadway users.

The Project area is characterized by high levels of pollution (see Community Engagement). This results in negative impacts to air quality, increasing the risk of respiratory illnesses for surrounding residents. Both Project census tracts rank in the top 25% of disadvantaged communities in the State, according to CalEnviroScreen. Tract 2.02 ranks in the 87th percentile for pollution burden, and tract 3.00 ranks in the 85th percentile for $PM_{2.5}$. Air pollution can make asthma symptoms worse and trigger attacks. Tracts 2.02 and 3.00 rank in the 65th and 66th percentiles for asthma. Both tracts also rank in the 100th percentile for cardiovascular disease.

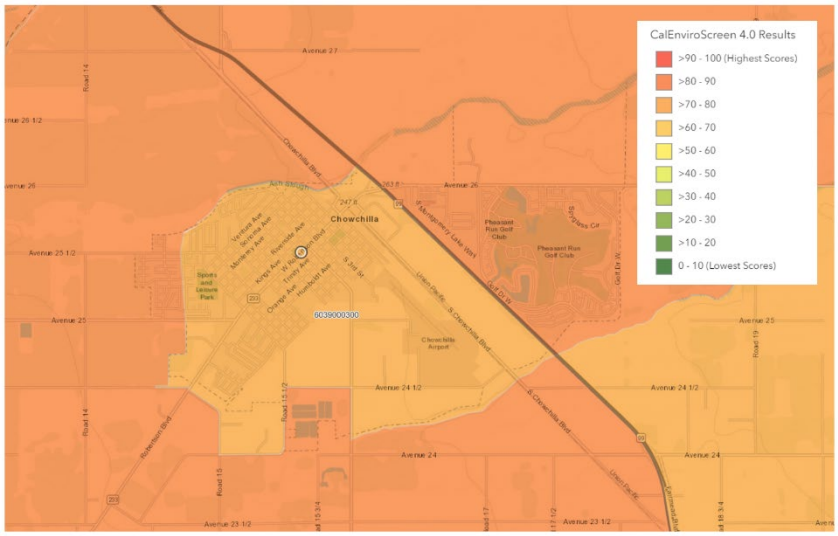


Figure 18: CalEnviroScreen 4,0 Results, Chowchilla

The Project will address public health concerns in the Project area by reducing emissions and improving air quality. Operational improvements at the interchange will decrease vehicular idling and associated emissions. Additionally, the investment in active transportation facilities will encourage a mode shift from vehicular travel, further reducing emissions. Improvements in local air quality will improve quality of life for those struggling with asthma and reduce the risk of developing respiratory illness. Greater use of walking and biking to reach destinations will improve physical health and lower the risk of cardiovascular disease.

All local health care facilities are located to the west of SR 99, including the City's urgent care facility. The Project will enhance access for residents on the east side of the City to reach urgent care and medical offices on the west side. The Project will directly improve access to Camarena Health Center, which is located adjacent to the SR 99 southbound on-ramp, as well as Community Health Centers of America and RAN Health Services, which are located near the interchange on West Robertson Boulevard at S. Front Street. The nearest emergency room is Mercy Medical Center in Merced. The Project will reduce congestion and improve emergency response times for ambulances transporting individuals out of the City to Merced.

One of Madera County's three Women, Infant and Children (WIC) Programs is located within ½ mile of the interchange along Robertson Boulevard. WIC is a supplemental nutrition program that helps pregnant women, new mothers, and young children eat well and stay healthy. The program offers nutritional education, supplemental foods, breastfeeding assistance, and referrals for medical care and other services. The Project will enable mothers and children to more easily and safely access these services.

Figure 19: WIC Logo

H. Funding

Funding Table

MCTA seeks $13 million in LPP funds to complete the construction phase. This request accounts for 32.12% of the total Project cost. To date, $9,161,000 has been secured in Measure T funds for environmental, design, and right of way phases. The remaining funds for construction will include $12,100,000 from Measure T, $1,900,000 from City Developer Impact Fees, $4,000,000 from federal Community Project Funding, and $300,000 from SHOPP Minor B.

Table 13: Project Funding Table

Phase	FY of Allocation	Amount	Funding Source	Committed or Uncommitted
PA&ED	22/23	$1,900,000	Measure T	Committed
PS&E	23/24	$3,900,000	Measure T	Committed
ROW Support	24/25	$950,000	Measure T	Committed
ROW	24/25	$2,411,000	Measure T	Committed
CON Support	26/27	$1,900,000	Measure T	Committed
CON Support	26/27	$200,000	City Developer Impact Fee	Committed
CON Support	26/27	$2,100,000	LPP	Uncommitted
CON	26/27	$10,200,000	Measure T	Committed
CON	26/27	$1,700,000	City Developer Impact Fee	Committed
CON	26/27	$300,000	SHOPP Minor B	Committed
CON	26/27	$4,000,000	Community Project Funding (Federal)	Uncommitted
CON	26/27	$10,900,000	LPP	Uncommitted
TOTAL		$40,461,000		

Cost Estimates

MCTA has prepared cost estimates, as shown above, with sufficient contingencies. The cost has been escalated to the year of construction – 2027. This is affirmed by MCTA's Executive Director signing the cover letter.

Required Match

The Project exceeds the 50% matching requirement. The Project has $14,300,000 (52.96%) in matching funds for construction from Measure T, City Developer Impact Fees, and SHOPP Minor B.

Total Project Cost

The total cost of the Project is $40,461,000.

Uncommitted Funds

The LPP requested funds and the federal Community Project Funding funds are the uncommitted funds on the Project.

Cost Overruns

The Project estimate includes contingencies to cover unexpected cost overruns. MCTA will absorb any cost overruns and will allocate Measure T funds. The City may also provide local development impact fees, if necessary.

Contracts

The Project will require one contract for the Construction phase.

Federal Discretionary Grant Funds

To date, the Project does not have any committed discretionary federal grant funds. However, there are uncommitted Community Project Funding funds with a high probability of becoming committed.

I. Other

Interagency Cooperation

The City of Chowchilla, MCTA, and Caltrans have successfully collaborated to complete the environmental phase of the Project. All agencies are fully committed to delivering this critical project, as evidenced by local and state investment in the Project.

- **City of Chowchilla:** The Project is a priority for the City.
- **MCTA:** MCTA is the transportation sales tax authority for Madera County. MCTA is responsible for collecting Measure T sales tax and allocating funds towards transportation improvements. MCTA has allocated Measure T funds to the Project.
- **Caltrans:** Caltrans has operations and maintenance responsibilities for the State Highway System. The agency signed the cover letter indicating commitment to Project implementation.

The State Highway Impact Assessment Form was provided to Caltrans and is included as an Appendix.