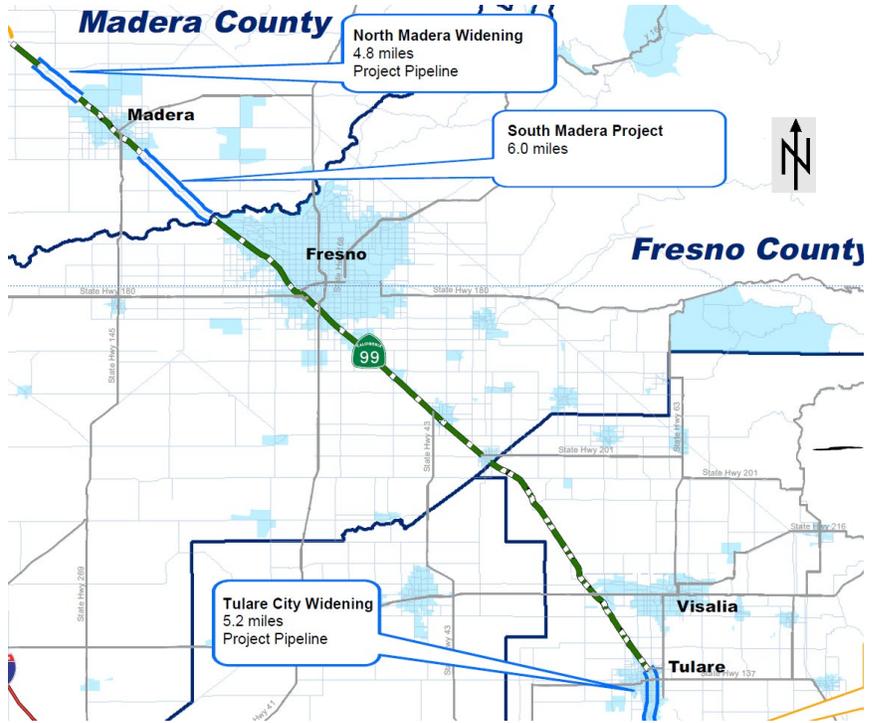


STATE ROUTE 99 South Madera Project

The State Route 99 Corridor

In this segment, State Route (SR) 99 is rural and located between the metropolitan areas of the City of Fresno and the City of Madera. SR 99 is one of two routes that traverse the length of the San Joaquin Valley. Interstate 5 (I-5) is the other north-south route, but within the Central Valley, I-5 does not connect to any metropolitan areas and therefore has minimal services.

SR 99 is identified as a critical north-south freight corridor in the California Freight Mobility Plan (CFMP). SR 99 is a critical north-south interregional freight corridor and an important highway for California's economy. This corridor serves as a major farm to market route for most of the agricultural products from the Central Valley.



The SR 99 corridor is being evaluated for implementation of Vehicles Miles Traveled (VMT)-reducing lane-management strategies, such as truck-only and/or tolling, through the corridor (or parts of the corridor that include this project). A proposed implementation timeline is shown as Attachment A.

The communities located in Madera County have higher than average unemployment and an average median household income well below the State average. The only hospital in Madera County ceased operations in January 2023 which now leaves the nearest medical emergency services and hospital in Fresno County. SR 99 is the primary route linking Madera County to the medical services in Fresno.

The Project

Location: is on State Route (SR) 99 in Madera County from south of Ave 7 to north of Ave 12

Scope: This project will eliminate the 5.8 mile, 4-lane bottleneck, on SR 99 between Fresno and Madera by providing 2 lanes into the median for 5.8 miles. In addition, this project will rehabilitate approximately 23 lane-miles of pavement. It will also upgrade drainage, construct drainage basins, add median barrier and add an auxiliary lane. This project will also incorporate electric vehicle charging infrastructure that will further support greenhouse gas reduction targets in a non-attainment air quality area.

Route Continuity: Closes the 8-mile gap and provides for a continuous 70-mile 6-lane Freeway facility starting in the south in Tulare County and continuing through Fresno and ending in Madera County.

This project will address and achieve the following:

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- Supports State Route 99 as a multi-modal corridor. Avenue 12 along State Route 99 will provide connectivity and accessibility to California High Speed Rail (HSR)/Amtrak Station
- Supports the implementation of VMT-reducing lane-management strategies, such as truck-only and/or tolling, through the corridor
- Reduces the SR 99 bottleneck where there are significant truck volumes.
- Provides critical access to employment opportunities in neighboring Fresno County for residents of Madera County.
- Provides critical access to emergency services and hospitals in neighboring Fresno County for residents of Madera County.
- Incorporate electric vehicle charging infrastructure further enhancing our recent investment in EV infrastructure along this corridor

Funding

The initial funding strategy, the Interregional Transportation Improvement Program (ITIP-06-0H220) was planned to fund all support and capital components for this project. The planned strategy to address the pavement for northbound and southbound #1 and #2 lanes were to be fully funded by the ITIP. For this reason, this section of roadway was not included in the SHOPP Ten-year Project Book as it was intended to be rehabilitated with project 06-0H220(ITIP). Unfortunately, the most recent ITIP cycles (2018 and onward) had limited funding capacity to fully address all the funding needs of the Program. However, a commitment has been made to continue to support this project. It was determined to change the pavement and funding strategy for this section of SR 99 and explore opportunities to close the funding gap.

Due to the existing pavement condition, it was determined that the rehabilitation of the pavement can be considered SHOPP eligible rehabilitation (Attachment B). It was decided that SHOPP eligible rehabilitation work funded by the SHOPP (06-1E070) combined with ITIP funding (constructing 2 lanes within the median) would achieve significant efficiencies, substantial savings, and ultimately support the implementation of a VMT reducing lane management strategy along SR 99. Leveraging various funding sources allowed the construction support and capital components to be fully funded.

➤ Background

Madera County Transportation Commission (MCTC)

- ✓ U.S Census: Median Household Income (in 2020 dollars), 2016-2020 - \$61,924
- ✓ Measure T – Expires in March 2027
 - Generates approximately \$15 million annually.
 - Did not secure the 2/3 vote needed to extend, in November 2022.
 - No additional funding capacity as all Measure T funds have been allocated.
- ✓ STIP shares
 - No STIP (RIP) shares available for this project.
 - Borrowed from future STIP shares to complete the SR 41 Passing Lanes and SR 99/Avenue 12 Interchange projects.
- ✓ Local Contributions to State Route Projects (SR 99, SR 41, and SR 145) since 2006.

○ STIP Regional (RIP)	\$50,158,000
○ STIP Augmentation (Prop 1B)	\$2,100,000
○ 99 Bond (Prop 1B)	\$76,291,000
○ Trade Corridor Enhancement (SB-1)	\$4,659,000
○ High Priority Projects (HPP)	\$2,450,000
○ STIP - COVID Relief Funds	\$832,000
○ Local Funds (LTF)	\$50,000

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- Measure A (Local Sales Tax passed in 1990) \$833,000
- Measure T (Local Sales Tax passed in 2006) \$62,187,000

➤ ITIP

- ✓ 2014 ITIP– New Project PA&ED was funded
- ✓ 2016 ITIP – Project was removed
- ✓ 2018 ITIP – Project funding restored. PS&E Funding is added APDE - \$9.0 million
- ✓ 2020 ITIP – Project Carry Over

➤ Existing Project Funding

✓ Support

	STIP	
PA&ED	\$3,413,000	ITIP
PS&E	\$6,400,000 and \$3,060,000	ITIP and SR99 Bond
R/W	\$1,500,000	2020 TCEP Competitive Program
Construction	\$3,500,000	ITIP

✓ Capital

R/W	\$4,000,000	2020 TCEP Competitive Program
Construction	\$33,500,000	ITIP (FY 26-27)

➤ Existing Funding Contributions with Proposed Construction Component Programming

✓ Support x (\$1,000)

	SHOPP	STIP	
PA&ED	\$0	\$3,413	ITIP
PS&E	\$0	\$6,400 and \$3,060	ITIP and SR99 Bond
R/W	\$0	\$1,500	2020 TCEP Competitive Program/COVID relief funds
Construction *	\$4,000	\$3,500	2022,SHOPP (Pending) & ITIP

* denotes unfunded

✓ Capital x (\$1,000)

R/W	\$0	\$4,000	2020 TCEP Competitive Program / COVID Relief funds/Local Measure
Construction	\$50,700	\$35,000	ITIP (FY 25-26)
Capital + Support Total	\$54,700	\$56,873	

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- Cost Breakdown between SHOPP & STIP
 - SHOPP contributing 49% of total project cost.
 - STIP contributing 51% of total project cost.



SHOPP		STIP		SHOPP + STIP		
CONS. Capital Cost (\$K)	CONS. Support (\$K)	CONS. Capital Cost (\$K)	CONS. Support (\$K)	CONS. Capital Cost (\$K)	CONS. Support (\$K)	Total CONS. Capital + Support
\$50,700	\$4,000	\$35,000	\$3,500	\$85,700	\$7,500	\$93,200

- SHOPP Programming Capacity in FY 25/26:
 - Project EA 06-0X370 was delayed by one fiscal year, in June 2022 Kern COG removed their commitment of \$30,000,000 in STIP (RIP) funding for 06-0X370 due to other priority projects. With the \$30,000,000 no longer available, there was not enough funding to cover the shortfall for this 06-0X370 in FY 25/26. By moving this project, \$63 million in programming capacity in FY 25-26 was created. This would be enough to fund this new SHOPP project South Madera Project, EA 06-1E070, estimated at \$54.7 million.
- If no SHOPP amendment is approved this would be a detriment to the delivery of the project in fiscal year 25/26.
- Key points
 - SHOPP eligible inclusion of the auxiliary lane work - Per HDM Index 504.3 (6) Two-lane Exit Ramps, where design year estimated volumes exceed 1500 equivalent passenger cars per hour, a 2-lane ramp should be provided. An auxiliary lane approximately 1,300 feet long should be provided in advance of a 2-lane exit. There is only one NB off-ramp at Avenue 12 meeting this HDM threshold. The NB off-ramp at Avenue 12 (1840 (1448) PCE) would operate at LOS "E during peak travel hours for the 2047 design year, which would exceed the HDM threshold for two-lane Exit ramps. Therefore, it is recommended that two-lane exit ramps with minimum of 1,300 feet auxiliary lane for NB off-ramp at Avenue 12 be provided.
 - SHOPP eligible inclusion of the Median Barrier work - The project is proposing to add median barrier for the Safety of Maintenance workers. Currently there are existing oleanders in the median and these oleanders expose workers during pruning operations and MBGR repairs. By removing the MBGR and oleanders and constructing median barrier this would be eliminating worker exposure to live traffic. By adding median barrier, it is a proactive Safety measure to cross median accidents, which go towards our goal of zero fatalities by 2050.
 - The cost of drainage work split between SHOPP and STIP - the drainage work shown under the STIP cost estimate is for work that would have been impacted due to lane addition. The drainage work shown under SHOPP is due to rehabilitation of existing drainage assets.
 - Over the past year there has been an increase in cost due to inflation that were not part of the ITIP which was programmed in 2022.

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Attachment A

Implementation of VMT reducing lane management

District 6 & District 10												
County	Beg PM	End PM	Minimum 6-lane	MILES 4-lane	Proj EA	PHASE	Funding	Neepen To Traffic	Lane Implementation	2027 (Segment Miles)	2030 (Segment Miles)	PROJECT NAME (LIMITS)
KER	0.0	57.6	57.6				N/A	Open	2027			Kern County minimum 6-lane freeway
TUL	0	13.5		13.5	06-0w790	PA&ED	Fully Funded	2027	2027	71.1		Delano to Pixley Rehab (Kern/Tul County line to Pixley)
TUL	13.5	25.4		11.9	NA	N/A	Unfunded	Undetermined	2030		17.1	No name - From Pixley to South of Tulare
TUL	25.4	30.6		5.2	06-48950	PA&ED	Partially Funded	2030	2030			Tulare 6-Lane & Paige Ave IC (Ave 200 to Prosperity)
TUL	30.6	35.2	4.6		06-36024	Construction	N/A	2023	2027		54.9	In Construction (Tagus)
TUL	35.2	53.9	18.7				N/A	Open	2027			Tulare County 6-lane freeway
FRE	0.0	31.6	31.6				N/A	Open	2027			Fresno County minimum 6-lane freeway
MAD	0.1	8.1		8	06-0H220	PS&E R/W	Fully Funded	2028	2030		15.0	South Madera Widening (Ave 7 to Ave 12)
MAD	8.1	15.1	7.0				N/A	Open	2030			Madera County 6-lane freeway
MAD	15.1	19.9	4.8		06-0Y360	PID Complete	Unfunded	2030				North Madera Widening (Ave 17 to Ave 21 1/2)
MAD	19.9	22.7	2.8				N/A	Open				Madera County 6-lane freeway
MAD/MER	MAD 22.7	MER 0.7		7.4	N/A	N/A	Unfunded	Undetermined				2030
MER	0.7	12.8	12.1				N/A	Open				Merced County 6-lane freeway
MER	12.8	19.3	6.5		10-0U230K	PID	Unfunded	2033				Merced 99 Widening (Mission to south of Buhach Road)
MER	19.3	20.9	1.6				N/A	Open				Merced County 6-lane freeway
MER	20.9	24.8	3.9		10-1J350	PID	Unfunded	2031				Merced 99 Atwater Applegate IC (1.4 mi north of and 1.9mi south of Applegate)
MER	24.8	28.8	4.0				N/A	Open				Merced County 6-lane freeway
MER	28.8	37.3	8.5		10-0Q121	Construction	N/A	2022				NB Livingston Median Widening (south of Hammatt to Mer/Stan County line)
MER	28.8	37.3	8.5		10-0Q122	Construction	N/A	2024				SB Livingston Median Widening (south of Hammatt to Mer/Stan County line)
STA	0.0	24.8	24.8				N/A	Open				Stanislaus County 6-lane freeway
SJ	0.0	28.3	28.3				N/A	Open				San Joaquin County 6-lane freeway
SJ	28.3	31.6	3.3		10-1F070	PID	Unfunded	2032				Lodi 99 Widening (Harney Road to Turner Road)
SJ	31.6	38.8	7.2		N/A	N/A	Unfunded	Undetermined				North Lodi Widening - From Harney Road to Sacramento County Line
prox. Total Miles Completed			202.2									
prox. Total Miles Funded				21.5								
prox. Total Miles unfunded				50.2								
<i>Phase 1 of Managed Lane Corridor</i>												
<i>Phase 2 of Managed Lane Corridor</i>												
<i>6 Lane segments</i>												
PM = Postmile												
Proj EA = Caltrans Project Number												
PID = Project Initiation Document (cost, scope and schedule)												
PA&ED = Project Approval and Environmental Document												
PS&E = Plans Specifications & Estimates (Design)												

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Attachment B - State Route 99 – Existing Pavement Condition as of Jan. 31,2023.

SB direction



NB direction

