

*Madera County Transportation Commission*

**2026**

# **Regional Transportation Improvement Program**



Fiscal Years 2026/27 through 2030/31

**DRAFT**

**November 19, 2025**



November 19, 2025

Tanisha Taylor, Executive Director  
California Transportation Commission  
1120 N Street, Room 2233 (MS-52)  
Sacramento, CA 95814

RE: Submittal of MCTC's 2026 Regional Transportation Improvement Program

Dear Ms. Taylor:

The Madera County Transportation Commission (MCTC) is the Metropolitan Planning Organization (MPO), and Regional Transportation Planning Agency (RTPA) for Madera County. The development of the MCTC 2026 Regional Transportation Improvement Program (RTIP) incorporates input from stakeholders, partner agencies, and the public. The list of projects identified in this RTIP represents some of the Madera region's priority projects.

MCTC has worked closely with Caltrans District 6 Staff to develop the project list in the 2026 RTIP. Caltrans and MCTC staff meet on a quarterly basis to discuss the status of STIP projects and other regional projects for which Caltrans is either the lead agency or provides direct oversight.

Please feel free to contact myself, or Jeff Findley of my staff at (559) 675-0721 or [jeff@maderactc.org](mailto:jeff@maderactc.org) if you have any questions or require additional information regarding the MCTC 2024 RTIP.



Patricia Taylor, Executive Director  
Madera County Transportation Commission

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# 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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## **A. Overview and Schedule**

### **Section 1. Executive Summary**

The 2026 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how regional discretionary transportation dollars should be programmed. The deadline to submit programming requests for the 2026 STIP is December 15, 2025. The California Transportation Commission (CTC) will adopt the 2026 STIP in March 2026. For purposes of this 2026 RTIP, the 2026 STIP Guidelines and Revised Fund Estimate are the basis of current funding assumptions. The RTIP is updated every two years and submitted to the CTC. This RTIP covers the period from July 1, 2026, through June 30, 2031 (State Fiscal Years 2026/27 – 2030/31).

### **Section 2. General Information**

- **Regional Agency Name**  
Madera County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** [MCTC Website](#)

**RTIP document link:** [MCTC Website](#)

**RTP link:** [MCTC Website](#)

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**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

As the Regional Transportation Planning Agency, MCTC is responsible for developing the Madera County Regional Transportation Improvement Program (RTIP). The RTIP serves two functions: 1. Proposes projects and funding reserves for programming in the STIP. 2. Conveys the transportation needs of the Madera County Region. The RTIP is one part of the planning, programming, and monitoring process that occurs in cooperation with local, State and Federal agencies to achieve the ultimate goal of implementing or constructing transportation projects that reflect a well-based and long-term plan. The cycle begins with the preparation of the RTP. The RTP is the long-term twenty-year plan for transportation in Madera County. Based on the findings of the RTP, MCTC prepares the RTIP, which proposes transportation projects to the CTC and covers a period of five years. Simultaneously, Caltrans prepares the Interregional Transportation Improvement Program (ITIP), which nominates highway, rail and other projects that are important to the State. The CTC combines all of the regional RTIPs and the ITIP, creating a single programming document, the STIP. Funds are allocated only to projects that are included in the STIP. After the STIP is adopted, MCTC will prepare the four-year Federal Transportation

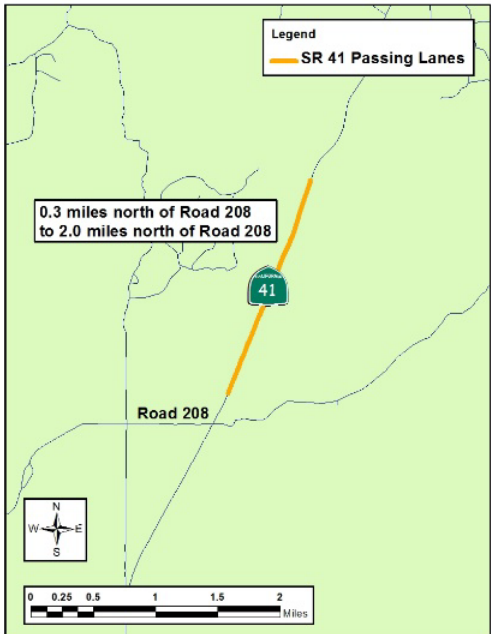


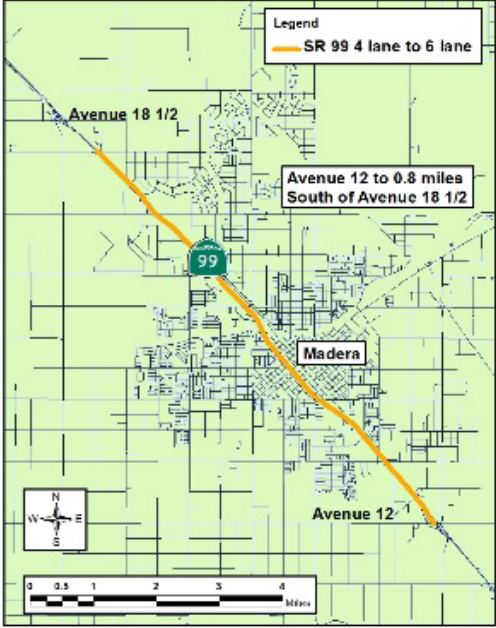

Improvement Plan (FTIP), which only contains funded projects. In the RTIP, Madera County nominates projects under the Regional Improvement Program (RIP). In the ITIP, Caltrans nominates highway construction projects under the Interregional Improvement Program (IIP). In the past, projects from the regional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

#### **Section 4. Completion of Prior RTIP Projects (Required per Section 78)**

No projects have been completed since the MCTC 2024 RTIP adoption.

- The State Route 41 Passing Lanes project, PPNO: 6606 is currently open to traffic and in the close-out phase.
- State Route 99 Avenue 12 to Avenue 17 project, PPNO: 5335 is currently open to traffic and in the close-out phase.
- State Route 99 Avenue 7 to 12 project South Madera 6 Lane), PPNO: 6297 is fully funded through CON and is currently in the ROW phase, with CON to begin in 2026.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
State Route 41 Passing Lanes PPNO: 6606	<p>The SR 41 Passing Lanes are located between SR 145 and Road 200 in Madera County at the location of the initial climb from the San Joaquin Valley floor to the Sierra Nevada Mountain Range.</p> 	<p>The addition of passing lanes improves safety and overall traffic operations by breaking up traffic platoons and reducing traffic delays caused by inadequate passing opportunities. This project is currently open to traffic.</p>

<p>SR 99 Avenue 12 to Avenue 17 - 4 to 6 Lanes PPNO: 5335</p>	<p>The SR 99 Avenue 12 to Avenue 17 is located within the City of Madera.</p> 	<p>Adding additional lanes of this section of SR 99 was needed to improve safety, reduce congestion, and increase connectivity of the highway system, and preserve acceptable facility operation of SR 99 by closing existing gaps/pinch points and “Finishing SR 99”. This project is currently open to traffic.</p>
<p>SR 99 Avenue 7 to Avenue 12 - 4 to 6 Lanes (South Madera 6 Lane) PPNO: 6297</p>	<p>The SR 99 Avenue 7 to Avenue 12 is located south of the City of Madera.</p> 	<p>Adding additional lanes of this section of SR 99 is needed to improve safety, reduce congestion, and increase connectivity of the highway system, and preserve acceptable facility operation of SR 99 by closing existing gaps/pinch points and “Finishing SR 99”.</p>

## **Section 5. RTIP Outreach and Participation**

### **RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	By October 15, 2025
CTC ITIP Hearing, South	October 30, 2025
CTC ITIP Hearing, North	November 7, 2025
MCTC adopts 2026 RTIP	November 19, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearings, North	January 28, 2026
CTC STIP Hearings, South	February 27, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

#### **A. Community Engagement**

MCTC has an adopted Public Participation process. MCTC consults with State, local agencies, and the public during the project selection process. The RTIP is one part of the planning, programming, and monitoring process that occurs in cooperation with local, State and Federal agencies to achieve the ultimate goal of implementing or constructing transportation projects that reflect a well-based and long-term plan. The MCTC 2026 RTIP cycle begins with the preparation of the RTP. In the RTIP, Madera County nominates projects under the RIP. In the ITIP, Caltrans nominates highway construction projects under the IIP. In the past, projects from the regional and interregional programs in a county competed for the same pool of funding, then known as the county minimum. Now this pool is called the county share, and it is allocated only to the region. The interregional program is now separate, with funds allocated on a statewide basis, and no requirement that any minimum amount be spent in each county.

There are currently two existing projects requesting ITIP funding in the 2026 RTIP. Caltrans has requested additional 2026 ITIP funding in the amount of \$600,000 for the Environmental Phase and design and right-of-way funding in the amount of \$17,300,000 for the North Madera 6 Lane project (SR 99 Avenue 17 to Avenue 21). In addition to the above community engagement, Caltrans conducted outreach as part of their PBID preparation process and conducted Public Scoping Meetings for an Environmental Impact Report (EIR)/Environmental Assessment (EA) and Availability of Notice of Preparation (NOP) for an EIR on August 19 and 21, 2025.

The second project requesting additional 2026 ITIP funds is the existing South Madera 6 Lane project. Caltrans is requesting \$1,093,000 for PE and \$4,200,000 for CON. This project is fully funded through construction.

Planning, Programming, and Monitoring funds are also being requested at this time.

B. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 6

Per Section 17 of the STIP Guidelines, MCTC consults with Caltrans District 6 staff regarding the projects in the RTIP. Caltrans and MCTC staff meet at least on a quarterly basis to discuss the status of STIP projects and other regional projects for which Caltrans is either the lead agency or provides direct oversight. It should be noted that Caltrans is the lead agency for all current projects in the MCTC 2026 RTIP.

## **B. 2026 STIP Regional Funding Request**

### **Section 6. 2026 STIP Regional Share and Request for Programming**

#### **A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate**

According to the adopted Fund Estimate, the Madera Region has \$4,535,000 in additional programming capacity in the 2026 STIP through Fiscal Year 2030/31. In addition, \$227,000 in new Planning, Programming and Monitoring (PPM) are available through Fiscal Year 2030/31.

#### **Summary of Requested Programming**

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, Programming and Monitoring (PPM) – Madera County Transportation Commission	Planning, Programming and Monitoring	\$227,000

#### **B. Advanced Project Development Element (ADPE)**

There is no APDE capacity identified for the 2026 STIP.

## **Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

The existing RIP Project (South Madera 6 Lane) has numerous funding sources that were previously allocated to the SR 99 Avenue 7 to Avenue 12 project. Existing funding sources include Local Measure (Measure T), SB1 Trade Corridor Enhancement Program (TCEP), Proposition 1B Bond Savings, Interregional Improvement Program (IIP), 2020 Mid-Cycle STIP COVID Relief Funds (RIP), State Highway and Operation Protection (SHOPP) and 2022 Interregional Transportation Improvement Program (ITIP) funds. All of these existing funding sources are being utilized for PE, ROW and CON phases. Additional Construction and Construction Support funds were received by Caltrans from the 2024 ITIP in the amount of \$5,500,000. Caltrans is requesting additional funds from the 2026 ITIP in the amounts of \$1,093,000 for PE and \$4,200,000 for CON phases. The additional funding will allow the completion of this important interregional project.

RTIP Project	Total RTIP	2026 ITIP (IIP)	Existing IIP	SHOPP	Prop 1B Bond Savings	SB 1 TCEP	RIP COVID Relief	Measure T	Total Project Cost
State Route 99 – Avenue 7 to Avenue 12 - 6 Lanes PPNO: 6297 2022 RTP, Table B-1	\$117,366,000	\$5,293,000	\$48,813,000	\$54,700,000	\$3,060,000	\$4,659,000	\$832,000	\$9,000	\$117,366,000
<b>Totals</b>	<b>\$117,366,000</b>	<b>\$5,293,000</b>	<b>\$48,813,000</b>	<b>\$54,700,000</b>	<b>\$3,060,000</b>	<b>\$4,659,000</b>	<b>\$832,000</b>	<b>\$9,000</b>	<b>\$117,366,000</b>

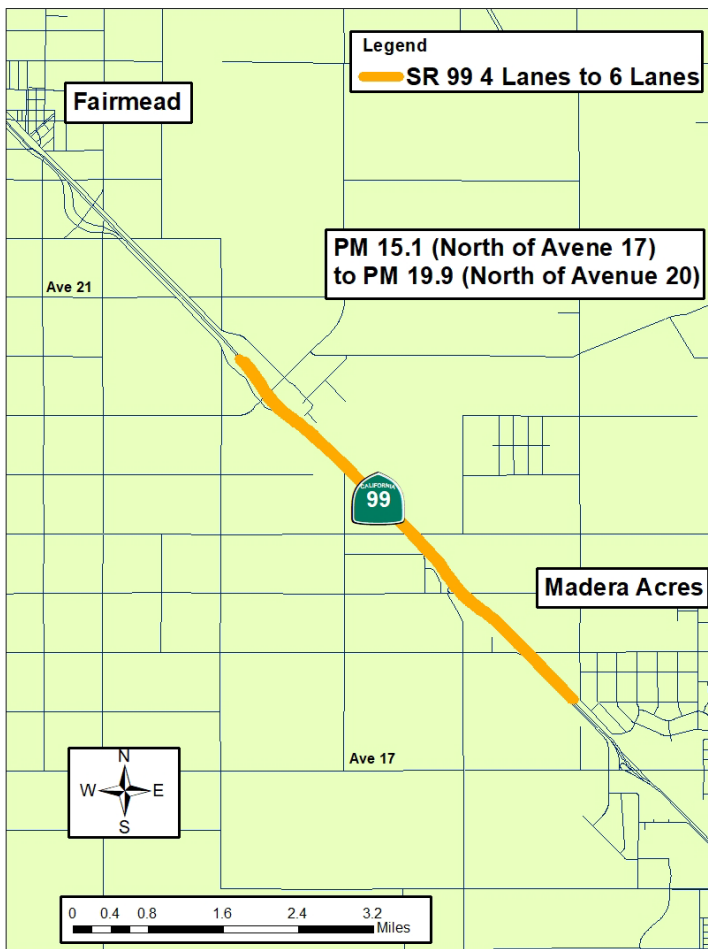
The existing RIP Project (North Madera 6 Lane) currently has a total of \$4,300,000 in 2024 ITIP funding for E&P (PA&ED). Caltrans is requesting additional 2026 ITIP funding in the amount of \$600,000 for the Environmental Phase and design and right-of-way funding in the amount of \$17,300,000 for the North Madera 6 Lane project (SR 99 Avenue 17 to Avenue 21). MCTC is utilizing approximately \$244,000 in Federal Earmark Repurposing funds for the project. MCTC is anticipating using existing and future RIP shares for the CON phase in FY 31/32 in the 2028 RTIP (2028 STIP Cycle).

RTIP Project	Total RTIP	2026 ITIP Request	2024 ITIP (IIP)	Earmark Repurposing	Future Need	Total Project Cost
State Route 99 – Avenue 17 to Avenue 21 - 6 Lanes PPNO: 7004 2022 RTP, Table B-1	\$22,444,000	\$17,900,000	\$4,300,000	\$244,000	\$158,800,000	\$181,244,000
Totals	\$22,444,000	\$17,900,000	\$4,300,000	\$244,000	\$158,800,000	\$181,244,000

### **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

## North Madera 6 Lane



The North Madera SR 99 6 Lane Project will enhance freight mobility and relieve traffic congestion by increasing traffic capacity on State Route (SR) 99 from Avenue 17 Overcrossing to south of the Avenue 21½ Overcrossing. Caltrans proposes to construct one additional lane in each direction using the existing median.

This segment of SR 99 is essential to the economy of San Joaquin Valley and is critical to the agricultural and commercial transportation in this region. Almonds are the top commodity in both Fresno and Madera counties producing 533,000 tons, valued at \$2 billion. Milk is the second highest leading commodity in Madera County, valued at approximately \$330 million dollars.

SR 99 is also used by interregional travelers and commuters in Madera and Fresno Counties. The 2021 Annual Average Daily Traffic (AADT) ranges from 70,000 to 73,000. The 2021 average daily truck traffic within the project limits is approximately 20%. SR 99 is part of the National Highway System as a STRAHNET and a STAA truck route serving San Joaquin Valley.

The continuous six-lane cross section that this project extends will enable the implementation of managed-lane strategies with Vehicle Miles Traveled (VMT) reducing benefits on the SR 99 corridor. Caltrans District 6, in collaboration with the Headquarters (HQ) Sustainability Division, has developed a potential phased approach for the opportunity to implement a managed-lane



facility on SR 99. This project would be part of Phase 2 of the approach to implement the managed-lane strategies, estimated to be implemented in 2030. Phase 2 will be one of the last phases needed to complete 325.8 miles of managed lanes on SR 99 within District 6. Managed-lane strategies with VMT reducing benefits will be identified in an interim deliverable in the development of the SR 99 Comprehensive Multimodal Corridor Plan (CMCP). This project is part of the “Finishing SR 99” effort. Caltrans received \$4,300,000 in 2024 ITIP funding for E&P (PA&ED).

### **South Madera 6 Lane**

The South Madera 6 Lane Project is on SR 99 in Madera County from south of Avenue 7 to north of Avenue 12. It is consistent with the California Freight Mobility Plan (CFMP), SR 99 Business Plan, SR 99 Corridor System Management Plan (CSMP), SR 99 CMCP and the Madera County Transportation Commission RTP. This project will eliminate the 5.8-mile, four lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median. The scope of work includes increasing vertical clearance at one of the overcrossing structures.

SR 99 in this vicinity is at the upper end of the spectrum for projects with a very high interregional value – with 21 percent truck traffic volume and a relatively high Average Annual Daily Traffic (AADT). This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughput, and velocity of freight movement.

This project accomplishes the goals of the ITSP by balancing local community and interregional needs and improving safety for all users. The project benefits the surrounding disadvantaged communities by increasing connectivity to employment and production centers, education, services, Valley Children’s Hospital, Madera Community Hospital, and other opportunities in the region. The project also meets the needs of the SR 99 Business Corridor Plan.

Madera County’s Mid-Cycle RIP funds and SHOPP funds are also programmed for this project. Combining this project with the planned SHOPP project in FY 2025-26 achieves significant efficiencies and substantial savings. This project is part of the “Finishing SR 99” effort. Caltrans received \$5,500,000 in 2024 ITIP funding for CON and CON Support and is requesting additional funds from the 2026 ITIP in the amounts of \$1,093,000 for PE and \$4,200,000 for CON phases.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

The following projects previously programmed in prior RTIPs will have an impact within the SR 99 corridor.

### **State Route 99 - Avenue 12 to Avenue 17 - 4 to 6 Lanes**

Adding additional lanes of this section of SR 99 within the city limits of the City of Madera was needed to close existing gaps/pinch points, improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation.

### **State Route 99 - Avenue 7 to Avenue 12 - 4 to 6 Lanes (South Madera 6 Lane)**

Adding additional lanes of this section of SR 99 is needed to close existing gaps/pinch points, improve safety, reduce congestion and increase connectivity of the highway system, and preserve acceptable facility operation of SR 99.

### **State Route 99 - Avenue 17 to Avenue 21 - 4 to 6 Lanes (North Madera 6 Lane)**

Adding additional lanes of this section of SR 99 is needed to close existing gaps/pinch points, improve safety, reduce congestion and increase connectivity of the highway system, and preserve acceptable facility operation of SR 99.

### **Section 10. Highways to Boulevards Conversion Pilot Program**

The cities in the Madera Region will need to be consulted on their desire to participate in a Highways to Boulevards Conversion Pilot Program. SR 233 through the City of Chowchilla and SR 145 through the City of Madera could potentially be candidates for a highways to boulevards conversion pilot program. The cities will need to be involved in any of these discussions.

### **Section 11. Complete Streets Consideration (per Section 26)**

Complete Streets elements will be considered by Caltrans during the development of the North Madera 6 Lane (SR 99 Avenue 17 to 21 project).

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)**

The 2026 RTIP furthers the goals and objectives of MCTC's adopted 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The 2022 RTP/SCS contains four primary goals supported by seven objectives which offer varying methods and tactics to ultimately achieve progress towards the goals. The goals and objectives share several common themes based on positive outreach feedback and state and federal mandates: creating a safer transportation system, raising economic vitality, maintenance and rehabilitation of existing infrastructure, finding ways to reduce vehicle miles traveled and the harmful emission they generate, and providing better access to more modal options.

The following four goals guide the RTP/SCS as it ventures to achieve its vision and improve the overall quality of life in Madera County through an integrated multimodal transportation system and supportive land use footprint:

1. Improve Quality of Life - MCTC's plans, programs, and policies will work to improve the quality of life in the Madera County region by integrating transportation systems that promote access to affordable housing, education resources, jobs, and recreational facilities.

2. Raise Economic Prosperity - MCTC's plans, programs, and policies will facilitate enhanced economic viability of the region by increasing access to education and new job opportunities. A more educated population combined with a low cost of living can attract new investment in the Madera region.
3. Cultural Diversity - MCTC's plans, programs, and policies will respect the region's wide variety of cultures and subcultures (each having unique needs and perspectives) by facilitating a range of transportation modes and housing choices designed to benefit the County's diverse population.
4. Promote Public Health and a Cleaner Environment - MCTC's plans, programs, and policies will give preference to new development and economic prosperity in ways that ensure the health of its citizens, maintain and enhance the surrounding environment (cultural and socioeconomic resources), and those ways that enhance the regions financial stability over time.

These goals are supported by objectives reflective of necessary steps to guide improvements to Madera County's transportation system, development and economic growth, and wellbeing through the next 22 years. The objectives below most directly related to the projects in this RTIP include:

- Provide equitable access to transportation options for all, regardless of race, income, national origin, age, location, physical ability, or any other factor.
- Develop a transportation network able to support the safe and efficient movement of people and goods and increase economic vitality.
- Improve environmental conditions through integrated planning of transportation and land uses and achieve state and federal air quality improvement mandates.
- Improve mobility for all travelers through a variety of accessible modal options.
- Foster growth with a mix of land use types able to facilitate mixed uses, infill and compact development, and preserve agricultural land and natural resources.

As shown in Table B1, by the horizon year of 2046 in the 2022 RTP/SCS, the 2026 RTIP assists in the reduction of daily vehicle miles traveled (VMT) and CO2 emissions per capita.

MCTC's 2026 RTIP will assist the Madera region's ability to achieve its goals and objectives. The projects contained in this RTIP are consistent with and help implement the region's transportation projects contained in MCTC's 2022 RTP/SCS. Furthermore, the programming of MCTC's 2026 RTIP is consistent with the policies, procedures, and funding capacity established in the 2026 STIP Guidelines and STIP Fund Estimate. The North Madera 6 Lane and South Madera 6 Lane projects will assist the region's ability to improve safety, reduce congestion and increase connectivity of the highway system, increase multi-modal connectivity, enhance interregional commuter rail and preserve acceptable facility operation of SR 99.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

2022 RTP/SCS Housing			
	Scenario 1	Scenario 2	Preferred Scenario
2020 Housing			
2020 Single-family housing	42,078.0	42,064.0	42,048.0
2020 Multi-family/attached housing	7,702.0	7,716.0	7,730.0
2020 Percent single-family housing	84.53%	84.50%	84.47%
2020 Percent multi-family/attached housing	15.47%	15.50%	15.53%
Future Housing			
2035 Single-family housing	48,958.0	48,846.0	48,783.0
2035 Multi-family/attached housing	9,844.0	9,977.0	10,053.0
2035 Percent single-family housing	83.26%	83.04%	82.91%
2035 Percent multi-family/attached housing	16.74%	16.96%	17.09%
2046 Single-family housing	53,591.0	53,382.0	53,266.5
2046 Multi-family/attached housing	11,231.0	11,443.0	11,555.5
2046 Percent single-family housing	82.67%	82.35%	82.17%
2046 Percent multi-family/attached housing	17.33%	17.65%	17.83%
Housing Growth from 2020			
2035 New single-family housing	6,880.0	6,782.0	6,735.0
2035 New multi-family/attached housing	2,142.0	2,261.0	2,323.0
2035 Percent single-family housing growth	76.26%	75.00%	74.35%
2035 Percent multi-family/attached housing growth	23.74%	25.00%	25.65%
2046 New single-family housing	11,513.0	11,318.0	11,218.5
2046 New multi-family/attached housing	3,529.0	3,727.0	3,825.5
2046 Percent single-family housing growth	76.54%	75.23%	74.57%
2046 Percent multi-family/attached housing growth	23.46%	24.77%	25.43%

2022 RTP/SCS Travel Metrics			
Mode Share	Scenario 1	Scenario 2	Preferred Scenario
2020 Mode Share			
Drive alone	297,804	297,804	297,804
Two-person shared ride	128,958	128,958	128,958
Three-plus person shared ride	172,383	172,383	172,383
Transit	2,411	2,411	2,411
Walk	6,250	6,250	6,250
Bike	87,117	87,117	87,117
Other			
Home to work average trip distance (miles)	9.37	9.37	9.37
Home to work trip average time (minutes)	15.24	15.24	15.24
2035 Mode Share			
Drive alone	339,106	339,770	339,988
Two-person shared ride	149,693	149,964	150,052
Three-plus person shared ride	202,921	203,082	203,168
Transit	2,782	2,789	2,791
Walk	7,893	7,924	7,933
Bike	106,888	107,468	107,502
Other			
Home to work average trip distance (miles)	8.76	8.72	8.67
Home to work trip average time (minutes)	14.69	14.62	14.56
2046 Mode Share			
Drive alone	366,306	367,463	367,699
Two-person shared ride	163,926	164,365	164,429
Three-plus person shared ride	224,654	224,917	224,931
Transit	3,036	3,043	3,059
Walk	9,047	9,096	9,118
Bike	120,580	121,516	121,703
Other			
Home to work average trip distance (miles)	8.42	8.36	8.26
Home to work trip average time (minutes)	14.42	14.32	14.20

2022 RTP/SCS Environmental Quality			
Metric	Scenario 1	Scenario 2	Preferred Scenario
Farmland Acres Consumed	4,642	3,835	3,664
% Housing Within 0.25 Miles of Transit	2.71%	2.98%	3.10%
% Employment Within 0.25 Miles of Transit	24.92%	25.81%	26.40%
Reduction in CO2 per capita from 2005 to 2035	-21.60%	-22.05%	-22.12%
Reduction in VMT2 per capita from 2005 to 2035	-18.22%	-18.73%	-18.78%

### **Section 13. Regional and Statewide Benefits of RTIP**

The existing projects programmed in the RTIP are intended toward advancing the region and State by finishing the SR 99 gap closure segments and increasing ridership on commuter rail.

SR 99 is one of the most important north-south highways on the National Highway System and on the National Highway Freight Network. SR 99 is crucial to the economic vitality of the State of California and the Central Valley and is heavily used by international shippers, commuters, and recreational travelers. Approximately half of the State's goods movement passes through the Valley with destinations at ports, major urban centers in California, other states, and other countries.

The North Madera 6 Lane and South Madera 6 Lane projects are located near the geographic center of both California and the San Joaquin Valley, the breadbasket of the nation and the source of much of the nation's agricultural export income.

The projects represent a major lynchpin for goods movement and passenger travel along SR 99 to and through the City of Madera.

Completing these gaps on sections of SR 99 within and adjacent to the City of Madera is needed to improve safety, reduce congestion, increase connectivity for goods movement and general traffic on the national highway system, and to preserve acceptable facility operation.

The Madera High-Speed Rail Station project is located on Avenue 12, Madera County's busiest east/west corridor connecting SR 99 and SR 41. The project will provide service connection with the San Joaquins Gold Runner Amtrak and transfer to High Speed Rail service when the initial operating segments between Merced and Bakersfield commence in 2030.

The project is located in a more regionally accessible area than the existing Madera Amtrak station. The project is in close proximity to the SR 99/Avenue 12 interchange and provides a more direct route for access for residents from the City of Madera, City of Chowchilla, and residents in

the mountains and foothills of eastern Madera County. The location has ridership capture potential for north City of Fresno and City of Clovis residents. The project is on the property adjacent to Madera Community College and currently served by Madera County and City of Madera fixed route transit services.

The project is on the property adjacent to Madera Community College and currently served by Madera County and City of Madera fixed route transit services. The project location site is identified as an interregional commuter rail hub in the Madera College Specific Area Plan. The County of Madera in coordination with the City of Madera, MCTC, Madera Community College, Caltrans, CalSTA, CHSRA and SJJPA is currently utilizing a Caltrans Sustainable Planning Grant to complete a Madera Station Transit Orientated Development (TOD) Master Plan for the project. The station will kick-off new TOD, mixed land uses and affordable housing in the Madera Community College and Station area.

## D. Performance and Effectiveness of RTIP

### Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

2022 RTP/SCS Housing			
	Scenario 1	Scenario 2	Preferred Scenario
2020 Housing			
2020 Single-family housing	42,078.0	42,064.0	42,048.0
2020 Multi-family/attached housing	7,702.0	7,716.0	7,730.0
2020 Percent single-family housing	84.53%	84.50%	84.47%
2020 Percent multi-family/attached housing	15.47%	15.50%	15.53%
Future Housing			
2035 Single-family housing	48,958.0	48,846.0	48,783.0
2035 Multi-family/attached housing	9,844.0	9,977.0	10,053.0
2035 Percent single-family housing	83.26%	83.04%	82.91%
2035 Percent multi-family/attached housing	16.74%	16.96%	17.09%
2046 Single-family housing	53,591.0	53,382.0	53,266.5
2046 Multi-family/attached housing	11,231.0	11,443.0	11,555.5
2046 Percent single-family housing	82.67%	82.35%	82.17%
2046 Percent multi-family/attached housing	17.33%	17.65%	17.83%
Housing Growth from 2020			
2035 New single-family housing	6,880.0	6,782.0	6,735.0
2035 New multi-family/attached housing	2,142.0	2,261.0	2,323.0
2035 Percent single-family housing growth	76.26%	75.00%	74.35%
2035 Percent multi-family/attached housing growth	23.74%	25.00%	25.65%
2046 New single-family housing	11,513.0	11,318.0	11,218.5
2046 New multi-family/attached housing	3,529.0	3,727.0	3,825.5
2046 Percent single-family housing growth	76.54%	75.23%	74.57%
2046 Percent multi-family/attached housing growth	23.46%	24.77%	25.43%



2022 RTP/SCS Travel Metrics			
Mode Share	Scenario 1	Scenario 2	Preferred Scenario
2020 Mode Share			
Drive alone	297,804	297,804	297,804
Two-person shared ride	128,958	128,958	128,958
Three-plus person shared ride	172,383	172,383	172,383
Transit	2,411	2,411	2,411
Walk	6,250	6,250	6,250
Bike	87,117	87,117	87,117
Other			
Home to work average trip distance (miles)	9.37	9.37	9.37
Home to work trip average time (minutes)	15.24	15.24	15.24
2035 Mode Share			
Drive alone	339,106	339,770	339,988
Two-person shared ride	149,693	149,964	150,052
Three-plus person shared ride	202,921	203,082	203,168
Transit	2,782	2,789	2,791
Walk	7,893	7,924	7,933
Bike	106,888	107,468	107,502
Other			
Home to work average trip distance (miles)	8.76	8.72	8.67
Home to work trip average time (minutes)	14.69	14.62	14.56
2046 Mode Share			
Drive alone	366,306	367,463	367,699
Two-person shared ride	163,926	164,365	164,429
Three-plus person shared ride	224,654	224,917	224,931
Transit	3,036	3,043	3,059
Walk	9,047	9,096	9,118
Bike	120,580	121,516	121,703
Other			
Home to work average trip distance (miles)	8.42	8.36	8.26
Home to work trip average time (minutes)	14.42	14.32	14.20

2022 RTP/SCS Environmental Quality			
Metric	Scenario 1	Scenario 2	Preferred Scenario
Farmland Acres Consumed	4,642	3,835	3,664
% Housing Within 0.25 Miles of Transit	2.71%	2.98%	3.10%
% Employment Within 0.25 Miles of Transit	24.92%	25.81%	26.40%
Reduction in CO2 per capita from 2005 to 2035	-21.60%	-22.05%	-22.12%
Reduction in VMT2 per capita from 2005 to 2035	-18.22%	-18.73%	-18.78%

## Section 15. Project Specific Evaluation (Required per Section 22D)

### Caltrans Generated Benefit/Cost Estimates North Madera 6 Lane (SR 99 Avenue 17-21)

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Please see ePPR in Section 17 for additional analysis.

## Caltrans Generated Benefit/Cost Estimates South Madera 6 Lane (SR 99 Avenue 7-12)

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<b>TOTAL BENEFITS</b>	<b>\$433.7</b>	<b>\$200.0</b>	<b>\$633.7</b>	<b>\$31.7</b>																																																					
Person-Hours of Time Saved			38,924,130	1,946,207																																																					
<p><b>Should benefit-cost results include:</b></p> <table style="width: 100%;"> <tr> <td style="width: 60%;">1) Induced Travel? (y/n)</td> <td style="width: 40%; text-align: center;">Y <small>Default = Y</small></td> </tr> <tr> <td>2) Travel Time Reliability? (y/n)</td> <td style="text-align: center;">Y <small>Default = Y</small></td> </tr> <tr> <td>3) Vehicle Operating Costs? (y/n)</td> <td style="text-align: center;">Y <small>Default = Y</small></td> </tr> <tr> <td>4) Accident Costs? (y/n)</td> <td style="text-align: center;">Y <small>Default = Y</small></td> </tr> <tr> <td>5) Vehicle Emissions? (y/n) <small>includes value for CO<sub>2</sub>e</small></td> <td style="text-align: center;">Y <small>Default = Y</small></td> </tr> </table>	1) Induced Travel? (y/n)	Y <small>Default = Y</small>	2) Travel Time Reliability? (y/n)	Y <small>Default = Y</small>	3) Vehicle Operating Costs? (y/n)	Y <small>Default = Y</small>	4) Accident Costs? (y/n)	Y <small>Default = Y</small>	5) Vehicle Emissions? (y/n) <small>includes value for CO<sub>2</sub>e</small>	Y <small>Default = Y</small>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">EMISSIONS REDUCTION</th> <th style="text-align: right;">Tons Total Over 20 Years</th> <th style="text-align: right;">Tons Average Annual</th> <th style="text-align: right;">Value (mil. \$) Total Over 20 Years</th> <th style="text-align: right;">Value (mil. \$) Average Annual</th> </tr> <tr> <td>CO Emissions Saved</td> <td style="text-align: right;">372</td> <td style="text-align: right;">19</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>CO<sub>2</sub> Emissions Saved</td> <td style="text-align: right;">-290,594</td> <td style="text-align: right;">-14,530</td> <td style="text-align: right;">-\$11.1</td> <td style="text-align: right;">-\$0.6</td> </tr> <tr> <td>NO<sub>x</sub> Emissions Saved</td> <td style="text-align: right;">-260</td> <td style="text-align: right;">-13</td> <td style="text-align: right;">-\$2.5</td> <td style="text-align: right;">-\$0.1</td> </tr> <tr> <td>PM<sub>10</sub> Emissions Saved</td> <td style="text-align: right;">-10</td> <td style="text-align: right;">-1</td> <td style="text-align: right;">-\$0.7</td> <td style="text-align: right;">-\$0.0</td> </tr> <tr> <td>PM<sub>2.5</sub> Emissions Saved</td> <td style="text-align: right;">-10</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>SO<sub>x</sub> Emissions Saved</td> <td style="text-align: right;">-3</td> <td style="text-align: right;">0</td> <td style="text-align: right;">-\$0.1</td> <td style="text-align: right;">-\$0.0</td> </tr> <tr> <td>VOC Emissions Saved</td> <td style="text-align: right;">3</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> </table>					EMISSIONS REDUCTION	Tons Total Over 20 Years	Tons Average Annual	Value (mil. \$) Total Over 20 Years	Value (mil. \$) Average Annual	CO Emissions Saved	372	19	\$0.0	\$0.0	CO <sub>2</sub> Emissions Saved	-290,594	-14,530	-\$11.1	-\$0.6	NO <sub>x</sub> Emissions Saved	-260	-13	-\$2.5	-\$0.1	PM <sub>10</sub> Emissions Saved	-10	-1	-\$0.7	-\$0.0	PM <sub>2.5</sub> Emissions Saved	-10	0	\$0.0	\$0.0	SO <sub>x</sub> Emissions Saved	-3	0	-\$0.1	-\$0.0	VOC Emissions Saved	3	0	\$0.0	\$0.0		
1) Induced Travel? (y/n)	Y <small>Default = Y</small>																																																								
2) Travel Time Reliability? (y/n)	Y <small>Default = Y</small>																																																								
3) Vehicle Operating Costs? (y/n)	Y <small>Default = Y</small>																																																								
4) Accident Costs? (y/n)	Y <small>Default = Y</small>																																																								
5) Vehicle Emissions? (y/n) <small>includes value for CO<sub>2</sub>e</small>	Y <small>Default = Y</small>																																																								
EMISSIONS REDUCTION	Tons Total Over 20 Years	Tons Average Annual	Value (mil. \$) Total Over 20 Years	Value (mil. \$) Average Annual																																																					
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VOC Emissions Saved	3	0	\$0.0	\$0.0																																																					

Please see ePPR in Section 17 for additional analysis.

## E. Detailed Project Information

### Section 16. Overview of Projects Programmed with RIP Funding

There are no new projects proposed to use RIP funding in the 2026 RTIP.

#### State Route 99 North Madera 6 Lane - Avenue 17 to Avenue 21 - 4 to 6 Lanes

The SR 99 North Madera 6 Lane Project will enhance freight mobility and relieve traffic congestion by increasing traffic capacity on State Route (SR) 99 from Avenue 17 Overcrossing to south of the Avenue 21½ Overcrossing. The proposal is to construct one additional lane in each direction using the existing median.

This segment of SR 99 is essential to the economy of San Joaquin Valley and is critical to the agricultural and commercial transportation in this region. Almonds are the top commodity in both Fresno and Madera counties producing 533,000 tons, valued at \$2 billion. Milk is the second highest leading commodity in Madera County, valued at approximately \$330 million dollars.

SR 99 is also used by interregional travelers and commuters in Madera and Fresno Counties. The 2021 Annual Average Daily Traffic (AADT) ranges from 70,000 to 73,000. The 2021 average

daily truck traffic within the project limits is approximately 20%. SR 99 is part of the National Highway System as a STRAHNET and a STAA truck route serving San Joaquin Valley.

The continuous six-lane cross section that this project extends will enable the implementation of managed-lane strategies with Vehicle Miles Traveled (VMT) reducing benefits on the SR 99 corridor. Caltrans District 6, in collaboration with the Headquarters (HQ) Sustainability Division, has developed a potential phased approach for the opportunity to implement a managed-lane facility on SR 99. This project would be part of Phase 2 of the approach to implement the managed-lane strategies, estimated to be implemented in 2030. Phase 2 will be one of the last phases needed to complete 325.8 miles of managed lanes on SR 99 within District 6. Managed-lane strategies with VMT reducing benefits will be identified in an interim deliverable in the development of the SR 99 Comprehensive Multimodal Corridor Plan (CMCP). This project is part of the "Finishing SR 99" effort. Caltrans is requesting additional ITIP funding in the amount of \$600,000 for the Environmental Phase and design and right-of-way funding in the amount of \$17.3 million for the North Madera 6 Lane project (SR 99 Avenue 17 to Avenue 21). MCTC is anticipating using existing and future RIP shares for the CON phase in FY 31/32 in the 2028 RTIP (2028 STIP Cycle).

## **F. Appendices**

**Section 17. Projects Programming Request Forms**

**Section 18. Board Resolution or Documentation of 2026 RTIP Approval**

**Section 19. Fact Sheet**

**Section 20. Alternative Delivery Methods (Optional)**

**Section 21. Additional Appendices (Optional)**

## **APPENDICES**

### **SECTION 17**

#### **PROJECTS PROGRAMMING REQUEST FORMS**

**NORTH MADERA 6 LANE  
STATE ROUTE 99 – AVENUE 17 TO 21  
Project Programming Request**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/17/2025 15:35:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	0Y360	0619000052	7004	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Madera County	99	15.100	19.900	Madera County Transportation Commission	
				MPO	Element
				MCTC	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Mike Day			559-383-5247	mike.day@dot.ca.gov	

Project Title

North Madera 6 Lane

Location (Project Limits), Description (Scope of Work)

In Madera County from 0.5 miles north of Avenue 17 Overcrossing to 1.0 south of Avenue 21 1/2 Overcrossing. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also rehab the existing travel lanes and shoulders, upgrade drainage, construct a median barrier and widen the Berenda Creek and Dry Creek bridges.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	8,27	Senate:	14	Congressional:	13
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/14/2019	
Begin Environmental (PA&ED) Phase	10/01/2024	10/01/2024
Circulate Draft Environmental Document	05/01/2026	05/01/2026
Document Type (ND/MND)/CE		
Draft Project Report	08/01/2026	08/01/2026
End Environmental Phase (PA&ED Milestone)	12/01/2026	04/03/2028
Begin Design (PS&E) Phase	12/15/2026	08/01/2029
End Design Phase (Ready to List for Advertisement Milestone)	08/07/2029	11/15/2031
Begin Right of Way Phase	07/15/2027	05/15/2030
End Right of Way Phase (Right of Way Certification Milestone)	08/01/2029	10/15/2031
Begin Construction Phase (Contract Award Milestone)	02/02/2030	05/15/2032
End Construction Phase (Construction Contract Acceptance Milestone)	02/17/2032	02/05/2034
Begin Closeout Phase	12/17/2032	12/05/2034
End Closeout Phase (Closeout Report)	12/17/2033	11/05/2036



Date 10/17/2025 15:35:51

Purpose and Need

**Purpose:**  
The purpose of this project is to close the existing 6-lane gap between Avenue 17 and Avenue 21 ½ for route continuity, relieve traffic congestion, improve travel time reliability, improve traffic operations and safety, and repair and extend the service life of the existing pavement on State Route 99 within the project limits.

**Need:**  
Enhancement of this segment of State Route 99 in Madera County is needed to relieve traffic congestion, improve travel time reliability, and improve traffic operations. In recent years, increased developments have added to SR 99 traffic congestion in Madera County. In addition, State Route 99 directly north and south of the project is a 6-lane facility, while the project location (1.2 miles south of Avenue 18 1/2 to 1 mile south of Avenue 21 ½) currently exists as a 4-lane facility. This creates a gap in route continuity on State Route 99. Addressing route continuity would improve the traffic operations and safety on State Route 99. Lastly, the pavement within the project limits is distressed and needs repair. Addressing the repair of the existing pavement will decrease the exposure of Caltrans maintenance crews over time and decrease the risk to their safety.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	28.8
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	7,648	13,110	-5,462
	Optional	Daily Truck Trips	# of Trips	24,035	24,035	0
	Optional	Daily Truck Miles Traveled	Miles	115,370	120,177	-4,807
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	3,535,493	3,535,493	0
System Reliability (Freight)	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	2,404	4,121	-1,717
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-14,642	0	-14,642
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	185	0	185
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	11	0	11
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1.33	1.33	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.7	0.7	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	16.85	17	-0.15
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	8.8	8.88	-0.08
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,356	0	2,356
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.6	0	1.6

District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0Y360	0619000052	7004
Project Title					
North Madera 6 Lane					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	4,300							4,300	Caltrans District 6
PS&E			8,400					8,400	Caltrans District 6
R/W SUP (CT)			3,000					3,000	Caltrans District 6
CON SUP (CT)					6,600			6,600	Caltrans District 6
R/W			16,800					16,800	Caltrans District 6
CON					187,000			187,000	Caltrans District 6
TOTAL	4,300		28,200		193,600			226,100	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,300	844						5,144	
PS&E					9,500			9,500	
R/W SUP (CT)					800			800	
CON SUP (CT)							15,800	15,800	
R/W					7,000			7,000	
CON							143,000	143,000	
TOTAL	4,300	844			17,300		158,800	181,244	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	4,300							4,300	Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,300							4,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	4,300	600						4,900	
PS&E					9,500			9,500	
R/W SUP (CT)					800			800	
CON SUP (CT)									
R/W					7,000			7,000	
CON									
TOTAL	4,300	600			17,300			22,200	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E			8,400					8,400	
R/W SUP (CT)			3,000					3,000	
CON SUP (CT)					6,600			6,600	
R/W			16,800					16,800	
CON					187,000			187,000	
TOTAL			28,200		193,600			221,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)							15,800	15,800	
R/W									
CON							143,000	143,000	
TOTAL							158,800	158,800	
Fund #3:	Federal Disc. - Earmark Repurposing (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 6
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		244						244	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		244						244	

Complete this page for amendments only					Date 10/17/2025 15:35:51
District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0Y360	0619000052	7004

SECTION 1 - All Projects

Project Background

This segment of State Route 99 is essential to the economy of San Joaquin Valley and is a critical to the agricultural and commercial transportation in this region. SR 99 is also used by interregional travelers and commuters in Madera and Fresno. The 2017 AADT ranges from 68,000 to 69,000. The 2017 daily percentage of truck traffic within the project limits ranges from 17% to 22%. The SR 99 is part of the National Highway System as a STRAHNET and a STAA truck route serving San Joaquin Valley. This project extends from PM 15.1 to PM 19.9 and within this segment SR 99 is a 4-lane divided freeway with a variable median, in mostly flat terrain. The existing median varies from 103 feet to 45 feet with 2 feet to 8 feet inside shoulders and 8 feet to 10 feet outside shoulders. The lane width is 12 feet of PCC/AC pavements. The posted speed limit within this segment is 70 mph. There are two bridges with composite concrete decks spanning two creeks; Dry Creek and Berenda Creek. In addition to the above bridges, there are two overcrossing bridges on Ave 18 ½ and Ave 20 which would remain in place, in this project. The SR 99 has already a wide enough median to accommodate the ultimate 8 lanes, under both Ave 18 /2 overcrossing and Ave 20 overcrossing, and the vertical clearance meets the current design standard, as well.

Programming Change Requested

A PCR will be processed in the 25/26 fiscal year documenting the changes in Support and Capital costs.

Reason for Proposed Change

To update project cost and add potential SHOPP Future Funds.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

We will continue to refine the project estimate and explore opportunities to lower overall costs. The SHOPP program is preparing a 2028 pavement rehabilitation project within the same limits, and the current plan is to combine both projects at the time of construction allocation.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
  - 2) Project Location Map

**SOUTH MADERA 6 LANE**  
**STATE ROUTE 99 – AVENUE 7 TO 12**  
**Project Programming Request**



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/05/2025 14:16:17
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	0H220	0612000158	6297	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Madera County	99	0.100	8.100	Madera County Transportation Commission	
				MPO	Element
				MCTC	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Michael Dennison			559-383-5175	michael.dennison@dot.ca.gov	

**Project Title**  
South Madera 6 Lane

**Location (Project Limits), Description (Scope of Work)**  
In Madera County, from North of Fresno-Madera County line to South of Avenue 7 to North of Avenue 12. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, and increase vertical clearance at one structure.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts			
Assembly:	5	Senate:	14
		Congressional:	16
Project Milestone		Existing	Proposed
Project Study Report Approved		03/11/2008	
Begin Environmental (PA&ED) Phase		05/01/2019	05/01/2019
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	12/15/2020	12/15/2020
Draft Project Report		12/01/2020	12/01/2020
End Environmental Phase (PA&ED Milestone)		05/01/2021	05/01/2021
Begin Design (PS&E) Phase		07/01/2021	07/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		07/01/2025	12/09/2025
Begin Right of Way Phase		07/01/2021	07/01/2021
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2024	12/08/2025
Begin Construction Phase (Contract Award Milestone)		12/30/2025	12/15/2026
End Construction Phase (Construction Contract Acceptance Milestone)		04/01/2028	05/15/2029
Begin Closeout Phase		04/03/2028	05/16/2029
End Closeout Phase (Closeout Report)		04/03/2030	07/15/2031

Date 11/05/2025 14:16:17

Purpose and Need

Widening of this section of SR 99 is needed to enhance freight mobility, preserve acceptable facility operation, improve safety, and reduce congestion. The proposed 6-lane freeway would improve the flow and travel-time reliability along this segment of SR 99 for current volumes of traffic and provide enough capacity to manage the projected increases to both passenger and freight vehicle volumes. The segment is already beginning to break down and operate at unacceptable levels. Adding capacity to SR 99 will allow the region time to plan and raise funds for alternate north/south roads connecting Madera and Fresno counties.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Drainage	Culverts	LF	3,000
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	11.6
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1
Pavement (lane-miles)	Roadway lane miles	Miles	24
Operational Improvement	Ramp modifications	EA	2
TMS (Traffic Management Systems)	Changeable message signs	EA	2

Date 11/05/2025 14:16:17

#### Additional Information

Some numbers in Performance Indicators and Measures data are shown as negative values for build scenario to reflect the benefit of the build alternative vs. no-build. For example, decrease in the Number of Serious Injuries is shown as -112 in the build column.

The post miles are different from the original application because the original limits from the Project Study Report/PDS did not consider stage construction and final striping of the already widened sections North and South of the project limits. The limits shown in the original application from 1.7 to 7.5 is the area to be constructed. However, this is a gap closure project and the final striping will need to include the limits from 0.1 to 8.1. It should be noted no additional work is being added to the project except striping.

The initial project cost in the early PA&ED phase were estimated low and were based on an ongoing construction contract 06-470904. The updated cost is based on an 11 page estimate and is in the signed project report.

There is also a change in the Project Outputs for the "Mixed flow lane miles constructed". In the original ePPR there was 12.0 miles and it has been revised to 11.6. Project 06-0V120\_ is within the same limits of this project and is proposing to widen the structures at Cottonwood Creek.

There has also been a swap in funds from MCTC. MCTC using COVID STIP funds, which is subject to the STIP amendment.

The transportation impact analysis for this project was conducted before Caltrans had established guidance for such analyses, the "Transportation Analysis Framework" and "Transportation Analysis Under CEQA" (both September 2020). Due to the timing of the transportation impact analysis for this project relative to the establishment of a VMT assessment methodology, departmental guidance did not require work on this project to be reworked to follow that methodology. Therefore the methods and conclusions shown should be considered exploratory and not valid precedent for other analyses. An assessment conducted per the department's current process would likely produce different findings.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	12,508	86,169	-73,661
	Optional	Daily Truck Trips	# of Trips	26,407	26,407	0
	Optional	Daily Truck Miles Traveled	Miles	153,158	153,158	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	20,278	2,944	17,334
	TCEP	Change in Rail Volume	# of Trailers	5,794	841	4,953
			# of Containers	20,278	2,944	17,334
	Optional	Change in Cargo Volume That Can Be Accommodated	# of Tons	115,873	16,820	99,053
			# of Containers	20,278	2,944	17,334
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	1.13	2.56	-1.43
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	11,408	27,854	-16,446
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-6	0	-6
			PM 10 Tons	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-13,364	0	-13,364
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-40	0	-40
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-413	0	-413
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-753	0	-753
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-2	0	-2
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.013	0.019	-0.006
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-112	0	-112
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.34	0.338	0.002
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,199	0	1,199
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	5.6	0	5.6

District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0H220	0612000158	6297
Project Title					
South Madera 6 Lane					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	3,000							3,000	Caltrans District 6
PS&E	9,460							9,460	Caltrans District 6
R/W SUP (CT)	1,500							1,500	Caltrans District 6
CON SUP (CT)	4,000	4,000						8,000	Caltrans District 6
R/W	4,000							4,000	Caltrans District 6
CON	50,700	35,000						85,700	Caltrans District 6
TOTAL	72,660	39,000						111,660	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,000	1,093						4,093	
PS&E	9,460							9,460	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)	4,000	4,000						8,000	
R/W	4,000							4,000	
CON	50,700	39,200						89,900	
TOTAL	72,660	44,293						116,953	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	Caltrans HQ
PS&E	6,400							6,400	
R/W SUP (CT)									
CON SUP (CT)		4,000						4,000	
R/W									
CON		35,000						35,000	
TOTAL	9,400	39,000						48,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000	1,093						4,093	PA&ED increased by \$1,093,000 to cover overrun. CON increased by \$4,200,000 to cover overrun.
PS&E	6,400							6,400	
R/W SUP (CT)									
CON SUP (CT)		4,000						4,000	
R/W									
CON		39,200						39,200	
TOTAL	9,400	44,293						53,693	

PA&ED increased by \$1,093,000 to cover overrun. CON increased by \$4,200,000 to cover overrun.

Fund #2:	State Bond - State Route 99 Corridor (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.400
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ \$3060 PSE voted 08/18/21
PS&E	3,060							3,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,060							3,060	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,060							3,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,060							3,060	
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									\$1356 RW voted 08/18/21
PS&E									
R/W SUP (CT)	508							508	
CON SUP (CT)									
R/W	1,356							1,356	
CON									
TOTAL	1,864							1,864	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	508							508	
CON SUP (CT)									
R/W	1,356							1,356	
CON									
TOTAL	1,864							1,864	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									\$2033 RW voted 08/18/21
PS&E									
R/W SUP (CT)	762							762	
CON SUP (CT)									
R/W	2,033							2,033	
CON									
TOTAL	2,795							2,795	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	762							762	
CON SUP (CT)									
R/W	2,033							2,033	
CON									
TOTAL	2,795							2,795	
Fund #5:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Madera County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	9							9	
CON									
TOTAL	9							9	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	9							9	
CON									
TOTAL	9							9	

Fund #6:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Madera County Transportation Comm
PS&E									
R/W SUP (CT)	230							230	
CON SUP (CT)									
R/W	602							602	
CON									
TOTAL	832							832	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	230							230	
CON SUP (CT)									
R/W	602							602	
CON									
TOTAL	832							832	
Fund #7:	Other State - SHOPP-SHOPP Funds on STIP Projects (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	4,000							4,000	
R/W									
CON	50,700							50,700	
TOTAL	54,700							54,700	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	4,000							4,000	
R/W									
CON	50,700							50,700	
TOTAL	54,700							54,700	



Complete this page for amendments only					Date 11/05/2025 14:16:17
District	County	Route	EA	Project ID	PPNO
06	Madera County	99	0H220	0612000158	6297

SECTION 1 - All Projects

Project Background

SR 99 is one of the most heavily traveled non-interstate highways in the nation. Enhancement of this section of SR 99 is needed to improve truck freight mobility and travel time reliability, preserve acceptable facility operations, and reduce congestion. Equally important, the enhanced capacity will alleviate safety concerns due to this enormous increase in demand. This project resolves the bottleneck on this major lynchpin for goods movement.

This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughput, and velocity while improving safety outcomes. The project increases connectivity to employment/production centers (particularly agribusiness related manufacturing and processing), education, services and other opportunities in the Fresno/Madera region, thereby supporting workforce development and the economy. By providing better access to these important venues, the SR 99 widening will contribute to community revitalization, particularly in Madera's economically underserved communities.

Programming Change Requested

A PCR will be processed in the 25/26 fiscal year documenting the changes in Capital costs.

Reason for Proposed Change

To update project cost.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

We will continue to refine the project estimate and explore opportunities to lower overall costs.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

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Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

**PLANNING, PROGRAMMING, AND MONITORING**  
**Project Programming Request**

Amendment (Existing Project) ☐ YES ☒ NO

Date10/01/2025 05:01:14

Programs☐ LPP-C☐ LPP-F☐ SCCP☐ TCEP☒ STIP☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
06		0625000119	6L05	Madera County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Madera County					
				MPO	Element
				MCTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Patricia Taylor			559-675-0721	patricia@maderactc.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Madera County Transportation Commission

Legislative Districts

Assembly:8,27Senate:4,14Congressional:5,13

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	07/01/2024	07/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2029	06/30/2031
Begin Closeout Phase	07/01/2029	07/01/2031
End Closeout Phase (Closeout Report)	12/31/2029	12/31/2031

Date 10/01/2025 05:01:14

Purpose and Need

The Planning, Programming and Monitoring program ensures that MCTC continues to fulfill its Federally mandated functions as the MPO for the Madera region, including: (1) Oversight and monitoring of projects receiving Federal-aid and those identified in the State Transportation Improvement Program (STIP), (2) Ensuring that all projects and recipients of Federal/State funding are in compliance with all State and Federal regulations; and (3) Ensuring that all projects are consistent with MCTC's adopted planning documents.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Madera County			0625000119	6L05
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Madera County Transportation Comm
R/W									
CON	2,715	107	107	97				3,026	Madera County Transportation Comm
TOTAL	2,715	107	107	97				3,026	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,715	107	107	113	114			3,156	
TOTAL	2,715	107	107	113	114			3,156	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Madera County Transportation Comr
PS&E									\$37 CON voted 07/16/98
R/W SUP (CT)									\$56 CON voted 08/24/99
CON SUP (CT)									\$56 CON voted 07/01/00
R/W									\$85 CON voted 06/27/01
CON	2,671	107	107	97				2,982	\$150 CON voted 07/01/02
TOTAL	2,671	107	107	97				2,982	\$100 CON voted 02/26/04
									\$27 CON voted 08/18/05
									\$27 CON voted 07/20/06

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,671	107	107	113	114			3,112	
TOTAL	2,671	107	107	113	114			3,112	



Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Madera County Transportation Comm \$44 CON voted 06/29/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	44							44	
TOTAL	44							44	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	44							44	
TOTAL	44							44	

Complete this page for amendments only					Date 10/01/2025 05:01:14
District	County	Route	EA	Project ID	PPNO
06	Madera County			0625000119	6L05

SECTION 1 - All Projects

Project Background

No Amendment - 2026 STIP PPM

Programming Change Requested

No Amendment - 2026 STIP PPM

Reason for Proposed Change

No Amendment - 2026 STIP PPM

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

No Amendment - 2026 STIP PPM

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

## **APPENDICES**

### **SECTION 18**

#### **BOARD RESOLUTION OR BOARD DOCUMENTATION OF APPROVAL OF THE 2026 RTIP**

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

In the matter of  
**THE 2026 MADERA COUNTY REGIONAL  
TRANSPORTATION IMPROVEMENT  
PROGRAM**

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Resolution No.: **25-11**

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

**WHEREAS**, pursuant to State law, every two years the MCTC is required to develop and submit to the California Transportation Commission (CTC) a Regional Transportation Improvement Plan (RTIP) that identifies projects to be included in the State Transportation Improvement Program (STIP); and

**WHEREAS**, the MCTC prepared the 2026 RTIP in compliance with the CTC adopted 2026 Guidelines and STIP Fund estimate; and

**WHEREAS**, the projects contained in the 2026 RTIP are consistent with the MCTC's adopted 2022 Regional Transportation Plan (RTP), 2025 Federal Transportation Improvement Program (FTIP); and

**WHEREAS**, the proposed 2026 Regional Transportation Improvement Program (or Interregional Transportation Improvement Program) is consistent with MCTC's current approved Regional Transportation Plan and Sustainable Communities Strategies, if applicable; and

**WHEREAS**, pursuant to adopted CTC, STIP Guidelines, the MCTC is authorized to develop and submit the Regional Transportation Improvement Program by December 15, 2025; and

**WHEREAS**, the 2026 Madera County Regional Transportation Improvement Program has been prepared by the Madera County Transportation Commission in cooperation with its member agencies and Caltrans in accordance with CTC programming policies and guidelines; and

**WHEREAS**, the Madera County Transportation Commission Policy Board considered the 2026 RTIP at its November 19, 2025 meeting.

**NOW, THEREFORE, BE IT RESOLVED**, the Madera County Transportation Commission does hereby adopt the 2026 Madera County Regional Transportation Improvement Program

and directs staff to submit the program to the Department of Transportation and CTC by December 15, 2025.

**BE IT FURTHER RESOLVED,** that the Madera County Transportation Commission Policy Board authorizes the MCTC Executive Director to negotiate with the CTC and Caltrans and to submit any additional amendments or revisions to the 2026 RTIP.

The foregoing resolution was adopted this 19<sup>th</sup> day of November 2025 by the following vote:

Commissioner Rodriguez	_____
Commissioner Poythress	_____
Commissioner Ahmed	_____
Commissioner Macaulay	_____
Commissioner Rogers	_____
Commissioner Zacharia	_____

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission

# **APPENDICES**

## **SECTION 19**

### **FACT SHEET**

# **2026 State Transportation Improvement Program (STIP)**

## **Madera County Transportation Commission Fact Sheet**

### **Executive Summary**

The 2026 Regional Transportation Improvement Program (RTIP) for Madera County is prepared by the Madera County Transportation Commission (MCTC) and proposes how regional discretionary transportation dollars should be programmed. The RTIP is updated every two years and submitted to the California Transportation Commission (CTC). This RTIP covers the period from July 1, 2026, through June 30, 2031 (State Fiscal Years 2026/27 – 2030/31). The existing projects programmed in the RTIP are intended toward advancing the region and State by eliminating gap closure/pinch point segments of SR 99. The existing North Madera 6 Lane and South Madera 6 Lane projects are located near the geographic center of both California and the San Joaquin Valley, the breadbasket of the nation and the source of much of the nation's agricultural export income. The projects represent a major lynchpin for goods movement and passenger travel along SR 99 to and through the City of Madera. Expansion of these sections of SR 99 within and adjacent to the City of Madera is needed to improve safety, reduce congestion, increase connectivity for goods movement and general traffic on the national highway system, and to preserve acceptable facility operation. The Madera High-Speed Rail Station project is located on Avenue 12, Madera County's busiest east/west corridor connecting SR 99 and SR 41. The project will provide service connection with the San Joaquins Amtrak and transfer to High Speed Rail service when the initial operating segments between Merced and Bakersfield commence in 2030.

### **Benefits**

The existing North Madera 6 Lane and South Madera 6 Lane projects will assist the region's ability to improve safety, reduce congestion and increase connectivity of the highway system, increase multi-modal connectivity, enhance interregional commuter rail and preserve acceptable facility operation of SR 99. The projects in the 2026 RTIP benefit the surrounding disadvantaged communities by increasing connectivity to employment and production centers, education, services, and other opportunities in the region.

### **Goals and Objectives**

The 2026 RTIP furthers the goals and objectives of MCTC's adopted 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2022 RTP/SCS contains four primary goals supported by seven objects which offer varying methods and tactics to ultimately achieve progress towards the goals. The goals and objectives share several common themes based on positive outreach feedback and state and federal mandates: creating a safer transportation system, raising economic vitality, maintenance and rehabilitation of existing infrastructure, finding ways to reduce vehicle miles traveled and the harmful emission they generate, and providing better access to more modal options.

The following four goals guide the RTP/SCS as it ventures to achieve its vision and improve the overall quality of life in Madera County through an integrated multimodal transportation system and supportive land use footprint:

1. Improve Quality of Life - MCTC's plans, programs, and policies will work to improve the quality of life in the Madera County region by integrating transportation systems that promote access to affordable housing, education resources, jobs, and recreational facilities.
2. Raise Economic Prosperity - MCTC's plans, programs, and policies will facilitate enhanced economic viability of the region by increasing access to education and new job opportunities. A more educated population combined with a low cost of living can attract new investment in the Madera region.
3. Cultural Diversity - MCTC's plans, programs, and policies will respect the region's wide variety of cultures and subcultures (each having unique needs and perspectives) by facilitating a range of transportation modes and housing choices designed to benefit the County's diverse population.
4. Promote Public Health and a Cleaner Environment - MCTC's plans, programs, and policies will give preference to new development and economic prosperity in ways that ensure the health of its citizens, maintain and enhance the surrounding environment (cultural and socioeconomic resources), and those ways that enhance the regions financial stability over time.

The objectives identified below are a combined set of goals, policies, actions, and performance measures that are reflective of necessary steps to guide improvements to Madera County's transportation system, development and economic growth, and wellbeing through the next 22 years:

- Objective 1 - Provide equitable access to transportation options for all, regardless of race, income, national origin, age, location, physical ability, or any other factor.
- Objective 2 - Develop a transportation network able to support the safe and efficient movement of people and goods and increase economic vitality.
- Objective 3 - Improve environmental conditions through integrated planning of transportation and land uses and achieve state and federal air quality improvement mandates.
- Objective 4 - Support the development and implementation of innovative and emerging transportation technologies.
- Objective 5 - Improve mobility for all travelers through a variety of accessible modal options.
- Objective 6 - Foster growth with a mix of land use types able to facilitate mixed uses, infill and compact development, and preserve agricultural land and natural resources.
- Objective 7 - Develop funding and financing strategies to implement the projects and strategies in the RTP/SCS.

MCTC's 2026 RTIP will assist the Madera region's ability to achieve its goals and objectives. The projects contained in this RTIP are consistent with and help implement the region's transportation projects contained in MCTC's 2022 RTP/SCS. Furthermore, the programming of MCTC's 2026 RTIP is consistent with the policies, procedures, and funding capacity established in the 2022 STIP Guidelines and STIP Fund Estimate. The North Madera 6 Lane, South Madera 6 Lane and the Madera High-Speed Rail Station Project projects will assist the region's ability to improve



safety, reduce congestion and increase connectivity of the highway system, increase multi-modal connectivity, and preserve acceptable facility operation of SR 99.

The MCTC 2026 RTIP aligns with State, regional and local goals. The 2026 RTIP supports the goals by balancing local community and interregional needs and improving safety for all users. The RTIP is also consistent with the California Freight Mobility Plan, SR 99 Business Plan, SR 99 Corridor System Management Plan, SR 99 Comprehensive Multimodal Corridor Plan and the MCTC 2022 RTP.

**APPENDICES**  
**SECTION 20**  
**ALTERNATIVE DELIVERY METHODS**

**OPTIONAL**

# **APPENDICES**

## **SECTION 21**

### **ADDITIONAL APPENDICIES**

#### **DETAILED PROJECT PROGRAMMING SUMMARY TABLE**

## Madera County Transportation Commission 2026 RTIP

				Project Totals by Fiscal Year (\$1,000)									
County	Agency	Project	Total	26/27	27/28	28/29	29/30	30/31			PA&ED	PS&E	Const
Madera	MCTC	Planning, Programming and Monitoring	\$441,000	\$107,000	\$107,000	\$113,000	\$114,000	\$0					\$441,000
Total			\$441,000			2026 PPM	\$ 227,000						