
Madera County Transportation Commission

CalSTA/Caltrans Surface Transportation Project Congressionally Directed Funding

2001 Howard Road, Suite 201
Madera, CA 93637
www.maderactc.org
(559) 675-0721

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Cover Letter



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

March 24, 2021

Diana Gomez, District 6 Director
Caltrans District 6
1352 W. Olive Avenue
Fresno, California 93728

RE: CalSTA/Caltrans Surface Transportation Project Congressionally Directed
Funding Support Letter Questionnaire – Request for Letter of Support

Dear Ms. Gomez,

The Madera County Transportation Commission (MCTC) is respectfully requesting a letter of support from CalSTA and Caltrans for its regionally significant infrastructure projects to be included for consideration for Community Project Funding through the federal appropriations and reauthorization process. The Madera projects are in alignment with the state's priorities and are of statewide significance. The projects are as follows:

- State Route 99 Madera South – mobility, safety, goods movement, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

State Route 99 Madera South

The MCTC Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation of new zero-emission vehicle infrastructure to help Madera meet shared

local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

State Route 41 Expressway

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold and Oakhurst, leading into the Sierra Nevada Mountains; it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

Madera Amtrak Relocation

A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The Policy Board believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-

range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Madera County Transportation Commission appreciates your partnership and support in its efforts to complete these important projects. If you have any questions, please contact me at (559) 675-0721 extension 13 or patricia@maderactc.org.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

Questionnaire
State Route 99 Madera South

Gavin Newsom
Governor

David S. Kim
Secretary

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

CalSTA/Caltrans Surface Transportation Project Congressionally Directed Funding Support Letter Questionnaire

- 1) Project Name:
SR 99 Madera South – Safety and Gap Closure Project
- 2) Project Address (and U.S. Congressional District):
California's 16th Congressional District
- 3) What type of eligible project under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the U.S. Code is the project request?
Construction, Capital Project
- 4) Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds.
Madera County Transportation Commission
- 5) What is the total project cost? How much Congressionally Directed funding is being requested? How much additional funding will be required to complete the project if the requested Congressionally Directed funding is provided?
The total project cost is \$121,500,000. We are requesting the full amount of capital cost and construction support cost. However, it is important to note that this project can be phased if an award is granted in a lesser

amount. The phasing will occur at a logical terminus, building the northbound and/or southbound lane separately.

- 6) Please identify the specific segment or activity for which project funding is requested.

Project funding requested is for Construction costs.

South Madera 6 Lane (near the City of Madera, from .07 mile north of Avenue 7 to Avenue 12. Widen 4 to 6 Lanes)

- 7) If you are requesting funding for a specific segment or activity, please describe the overall project of which this segment/activity is a part of. South Madera 6 Lane (in Madera County, from North of Fresno-Madera County line 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. Electric vehicle charging stations will also be installed to align with California's statewide goals, consistent with Governor Newsom's Executive Order N-79-20.

- 8) Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or State Transportation Improvement Program (STIP)? If yes, please list which one it is included in. Please also link to the TIP/STIP.

California 2020 State Transportation Improvement Program (STIP)

<https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2020-stip/2020325-2020-stip-resolution-a11y.pdf>

Interregional Page 68 of 70, Page 70 of 70

MCTC Federal Transportation Improvement Program (FTIP) Page

<https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>

MCTC 2019 Federal Transportation Improvement Program (FTIP)
<https://www.maderactc.org/programming/page/2019-federal-transportation-improvement-program>

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MCTC 2019 FTIP, Amendment No. 21

https://www.maderactc.org/sites/default/files/fileattachments/programming/page/1851/mctc_final_transmittal_2019_ftip_amendment_21_r.pdf

MCTC 2021 Federal Transportation Improvement Program (FTIP)

https://www.maderactc.org/sites/default/files/fileattachments/programming/page/4531/mctc_2021_ftip_final_2.17.2021_r.pdf

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Air Quality Conformity Analysis for the 2018 RTP and the 2021 FTIP

https://www.maderactc.org/sites/default/files/fileattachments/programming/page/4531/mctc_2021_conformity_2.17.21_r.pdf

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MCTC 2020 Regional Transportation Improvement Program (RTIP)

https://www.maderactc.org/sites/default/files/fileattachments/programming/page/2501/2020_rtip_r.pdf

Pages 5, 6, 7, 10, 12

Appendix 15 Project Programming Request form

Appendix 18 Detailed Project Programming Summary Table

Appendix 20 Caltrans B/C Calculations

MCTC 2018 Regional Transportation Plan (RTP), as Amended

https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5651/mctc_2018_rtp_am_1_technical_revision.pdf

Pages 5-10, 5-14

- 9) Please describe the current status of the project and the expected schedule for its completion.

Project Approval and Environmental Document is scheduled to be completed by May 1, 2021. The PS&E phase will begin, and the project has a Ready To List (RTL) date of 8/2/2023 with a Contract Approval of 2/1/2024. Right of Way to begin July 2021.

10) Please describe the process that has been or will be followed to provide an opportunity for public comment on the project.

- Request included in MCTC 2012 Regional Transportation Improvement Program (RTIP)
 - MCTC public review process – no opposition
- Approved in the 2012 State Transportation Improvement Program (STIP)
 - State public review process – no opposition
- Amended into MCTC 2011 Federal Transportation Improvement Program (FTIP)
 - MCTC public review process – no opposition
- Amended into 2010 Regional Transportation Plan (RTP)
 - MCTC public review process – no opposition
- Included in MCTC 2013 Federal Transportation Improvement Program (FTIP)
 - MCTC public review process – no opposition
- Included in MCTC 2014 Regional Transportation Improvement Program (RTIP)
 - MCTC public review process – no opposition
- Approved in the 2014 State Transportation Improvement Program (STIP)
 - State public review process – no opposition
- Included in MCTC 2015 Federal Transportation Improvement Program (FTIP)
 - MCTC public review process – no opposition
- Included in the 2014 Regional Transportation Plan (RTP)
- Not included in the MCTC 2016 Regional Transportation Improvement Program (RTIP) – funding shortfall
- Not included in the 2016 State Transportation Improvement Program (STIP) – funding shortfall
- Included in the MCTC 2017 Federal Transportation Improvement Program (FTIP) – (temporarily removed)
- Included in MCTC 2018 Regional Transportation Improvement Program (RTIP)
 - MCTC public review process – no opposition
- Approved in the 2018 State Transportation Improvement Program (STIP)

- State public review process – no opposition
- Included in MCTC 2019 Federal Transportation Improvement Program (FTIP)
 - MCTC public review process – no opposition
- Included in MCTC 2018 Regional Transportation Improvement Program (RTIP)
 - MCTC public review process – no opposition
- Included in MCTC 2021 Federal Transportation Improvement Program (FTIP)
- MCTC public review process – no opposition
- Caltrans Environmental Public Review – Notice of intent to adopt a mitigated negative declaration and opportunity for a Public Hearing, January/February 2021 – attached is a copy of the public hearing notice that was printed in English and Spanish, circulated in the local newspapers and public locations.

11) What is the NEPA category of action (i.e., Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)?
 An Environmental Assessment (EA) with a Finding Of No Significant Impact (FONSI). The CEQA category of action is initial study (IS) with Mitigated Negative Declaration (MND).

12) What is the status of the project's environmental review?
 The project completed circulation of the Draft Project Report on March 12, 2021, and there were three comments, which will be addressed in the final preparation of the Environmental Document for approval by May 1, 2021.

13) Have you received letters of support for this project from other agencies/organizations? If so, please list agencies/organizations supporting your project.
 The following Letters of Support are attached (additional letters are being collected):

- Caltrans
- MCTC Policy Board
- Madera County Board of Supervisors
- City of Madera
- City of Chowchilla
- Congressman Costa
- Assemblyman Bigelow
- Assemblyman Patterson
- Madera County Economic Development Commission
- Madera County Farm Bureau
- Valley Children's Healthcare
- SJVRPA Directors
- SJV Regional Policy Council
- American Honey Producers Association
- Madera County Public Health
- Camarena Healthcare
- CAPMC
- Additional letters are being collected

14) Does the project have regional or national significance?

This project is vital for the movement of both goods and services of regional and national significance. SR 99 is one of the most heavily traveled non-interstate highways in the nation. On this specific segment, Average Annual Daily Traffic (ADT) is 81,300, with trucks constituting 19% (15,450) of the AADT. Since ADT is expected to double by 2047 to 138,982, proactively increasing the traffic capacity of this link will increase the efficiency and reliability of the route.

The San Joaquin Valley is famous for agricultural production. All eight counties rank within the top ten of California's 58 counties. This project is not only crucial for the region but an important part of the San Joaquin Valley economy and has a role in being a provider of goods on a national and international level.

This project resolves the bottlenecks by closing the gap on this most important lynchpin for goods movement. Safety is a major concern along this segment and this project will alleviate safety concerns.

This project improves operational efficiency on a critical goods movement corridor, providing greater travel-time reliability, throughout, 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 mobility project will contribute to community revitalization, particularly in Madera's economically underserved communities. The project is estimated to create 1,199 local jobs.

- 15) Describe the safety, economic development, equity, mobility, and environmental benefits associated with completion of the project. (Max: 200 words)

This segment of SR 99 sees a diverse group of regular users. Daily, this facility accommodates goods movement traffic, mixed with local and regional commuters, as well as those making long-range state trips. This project is instrumental in ensuring safe and efficient travel may occur for all users and purposes, eliminates harmful emissions from congestion points by closing lane continuity gaps, and provides relief to local roadway systems by making the state route a more reliable facility to utilize during peak periods. SR 99 is intrinsically tied to the economy of the region. Madera County is one of California's top ten agricultural

producers with over \$2 billion value in annual production. Madera County produces a diverse selection of agricultural products and is amongst the state's leaders in fruit, nuts, and dairy production. SR 99 plays a key role in the region's ability to reliably transport these perishable goods across the region to national and international shipping and distribution hubs. This project is in an economically distressed area, highly burdened in both pollution and population characteristics, as assessed by CalEnviroScreen 3.0. Investment in this project is an equitable expenditure to help address these burdens.

- 16) Has the project previously received any federal funding? If yes, please describe.

No federal funding.

- 17) Has the project received any prior funding from a State, local, or private source? If yes, please describe.

<u>Funding Program</u>	<u>Amount</u>
Interregional Transportation Funds (IIP)	\$9,813,000
SR 99 Bond (Prop 1B)	\$3,060,000
Trade Corridor Enhancement Funds (SB-1)	\$4,659,000
Measure T (Local measure)	\$841,000
Total	\$18,373,000

<u>Phase</u>	<u>Amount</u>
PE	\$12,873,000
ROW	\$5,500,000
Total	\$18,373,000

- 18) Please provide the proposed legislative text (in no more than 250 characters) of the project as you would like it to appear in the bill. (Please note that project line items carry the force of law, and can only be amended through subsequent public laws. If Congressional intent (as established through answers listed on this form, or in letters to the Committee) is different from the legislative text, the entity administering the project is required to adhere to the statutory language.
- State Route 99 lane addition and improvement in Madera County.

Questionnaire
Question 10 Attachment
State Route 99 Madera South



PUBLIC NOTICE



Notice of Intent to Adopt a MITIGATED NEGATIVE DECLARATION and OPPORTUNITY for a PUBLIC HEARING

(Study Results Available)

Do you want a public hearing for the State Route 99 Widening Project in Madera County?

WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) proposes to widen State Route 99 in Madera County from just north of Avenue 7 to Avenue 12 (post miles 0.1 to 8.1). One lane would be built in each direction in the highway median to create a six-lane highway. Also, the existing lanes and shoulders of State Route 99 would be rehabilitated, and a concrete median barrier would be installed along with an auxiliary lane at the Avenue 12 northbound off-ramp.

WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains the reason for this determination is called an Initial Study/Environmental Assessment. This public notice is to inform you that an Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the project is now available for you to review and comment on. This notice also offers you an opportunity to request a public hearing. Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM10 and PM2.5 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

WHAT IS AVAILABLE

Beginning February 10, 2021, the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment will be available for review at the following locations:

- Caltrans District Office at 1352 W. Olive Avenue, Fresno, CA 93728, Monday-Friday from 8:00 a.m. to 5:00 p.m.
- Madera County Public Library at 121 North G Street, Madera, CA 93637, Monday and Wednesday from 10:00 a.m. to 6:00 p.m., Wednesday from 9:00 a.m. to 10:00 a.m. for seniors and individuals needing special accommodations, and Saturday from 10:00 a.m. to 3:00 p.m.
- Madera County Government Center at 200 West 4th Street, Madera, CA, 93637, by appointment only through the Madera County Public Works Department at (559) 675-7811 Monday-Friday 8:00 a.m. to 5:00 p.m.
- This document can also be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-6/>

WHERE YOU COME IN

Do you have any comments about processing the project with an Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment? Do you disagree with the findings of our study as set forth in the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment? Would you care to make any other comment on the project? Do you want a public hearing regarding changes proposed by the project? Please submit your comments in writing by U.S. mail or email no later than March 11, 2021 to Caltrans Environmental Planning, Attention: Richard Putler, Senior Environmental Planner, 855 M Street, Suite 200, Fresno, CA 93721, or email richard.putler@dot.ca.gov. The date Caltrans will begin accepting comments is February 10, 2021. If there are no major comments, Caltrans will proceed with the project's design.

CONTACT

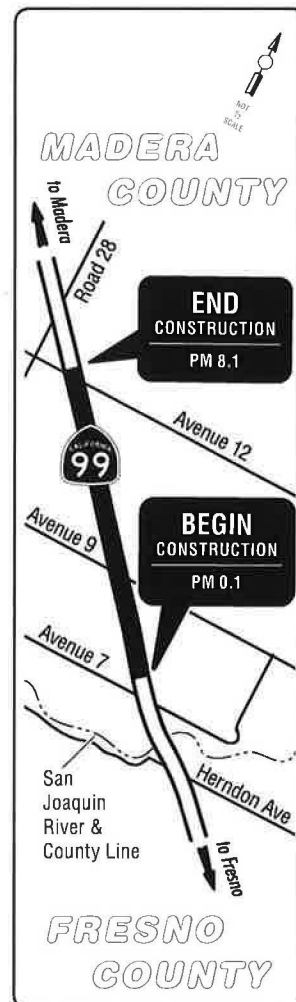
For more information about this project, please contact Anand Kapoor, Project Manager, at (559) 243-3588, or by email at anand.kapoor@dot.ca.gov or Richard Putler, Senior Environmental Planner, at (559) 445-5286 or by email at richard.putler@dot.ca.gov. For other state highway matters, please contact the District 6 Public Affairs Office at (559) 444-2409.

SPECIAL ACCOMMODATIONS

Under the Americans with Disabilities Act of 1990, individuals who require accommodation (American Sign Language interpreter, accessible seating, documents in alternative formats, etc.) are requested to contact the Caltrans District 6 Public Affairs Office by email: D6.Public.Info@dot.ca.gov or by phone: (559) 444-2409. Telecommunication Devices for the Deaf (TDD) users may call 1-800-735-2929 or contact the California Relay Service TTY voice line by dialing 711.

**Comments will be accepted from
February 10, 2021 to March 11, 2021.**

If there are no major comments
or requests for a public hearing,
Caltrans will proceed with the project design.





AVISO PÚBLICO



Notificación de intención de adoptar una DECLARACIÓN NEGATIVA MITIGADA y OPORTUNIDAD de AUDIENCIA PÚBLICA

(Resultados del estudio disponibles)

¿Desea una audiencia pública para hablar del proyecto de ampliar la ruta estatal 99 en el condado de Madera?

El Departamento de Transporte de California (Caltrans) propone ampliar la ruta estatal 99 en el condado de Madera justo al norte de la Avenida 7 hasta la Avenida 12 (marcador de milla 0.1 a 8.1). El plan es construir un carril en cada dirección sobre la mediana de la ruta para crear una carretera de seis carriles. Además, se planea hacer mejoras a los carriles y arcones existentes de la ruta estatal 99 e instalar una barrera de concreto en la mediana, además de un carril auxiliar en la rampa de salida norte de la Avenida 12.

¿POR QUÉ ESTE AVISO PÚBLICO?

Caltrans ha estudiado los efectos de este proyecto en el medio ambiente. Nuestros estudios muestran que no afectará significativamente la calidad del medio ambiente. El informe que explica la razón de esta decisión se llama un estudio inicial / evaluación medioambiental. Este aviso público es para informarle que el estudio inicial con declaración negativa mitigada / evaluación medioambiental propuesto del proyecto está ahora disponible para que usted lo revise y exprese sus comentarios. Este aviso también le ofrece la oportunidad de solicitar una audiencia pública. El análisis de conformidad a nivel de proyecto demuestra que el proyecto estará alineado y en conformidad con el Plan de Implementación del Estado, incluido el análisis de impacto localizado con consulta interinstitucional sobre materias particuladas (PM10 y PM2.5) según requisitos de las Secciones 40 CFR 93.116 y 93.123. Este Proyecto no se considera un proyecto que conlleve riesgos ("Project of Concern") en lo concerniente a materias particuladas (PM10 y PM2.5) tal y como se define en la Sección 40 CFR 93.123(b)(1). No se realizó un análisis de puntos conflictivos ("hot-spot análisis") sobre PM10 y PM2.5, ya que los requisitos que establecen la Ley del Aire Limpio ("Clean Air Act") y la Sección 40 CFR 93.116 se satisfacen sin necesidad de un análisis de puntos conflictivos explícito. El proyecto se deriva de un Plan de Transporte Regional (RTP, por sus siglas en inglés) y un Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) que se ajustan a las normativas. Se solicita la presentación de comentarios sobre el análisis de conformidad a nivel de proyecto.

¿QUE ESTÁ DISPONIBLE?

A partir del 10 de febrero de 2021, el estudio inicial con declaración negativa mitigada / evaluación medioambiental estará disponible para ser revisado en los siguientes lugares:

- La oficina de distrito de Caltrans ubicada en 1352 W. Olive Avenue, Fresno, CA 93728, de lunes a viernes entre las 8:00 a.m. y las 5:00 p.m.
- La biblioteca pública del condado de Madera, ubicada en 121 North G Street, Madera, CA 93637, de lunes a viernes entre las 10:00 a.m. y las 6:00 p.m., los miércoles entre las 9:00 y las 10:00 a.m. para los adultos mayores e individuos que necesitan adaptaciones especiales, y los sábados entre las 10:00 a.m. y las 3:00 p.m.
- El centro de gobierno del condado de Madera ubicado en 200 West 4th Street, Madera, CA, 93637, solo con una cita previa que se hace llamando al Departamento de Obras Públicas del Condado de Madera al (559) 675-7811 de lunes a viernes entre las 8:00 a.m. y las 5:00 p.m.
- Este documento también se puede descargar en: <https://dot.ca.gov/caltrans-near-me/district-6/>

¿CÓMO PUEDE INVOLUCRARSE?

¿Tiene un comentario sobre el procesamiento del proyecto con un estudio inicial con declaración negativa mitigada/evaluación medioambiental? ¿No está de acuerdo con los hallazgos de nuestro estudio indicados en el estudio inicial con declaración negativa mitigada/evaluación medioambiental? ¿Desea hacer algún otro comentario sobre el proyecto? ¿Quiere una audiencia pública para evaluar los cambios propuestos por el proyecto? Por favor presente sus comentarios por escrito y envíelos por correo postal o electrónico a más tardar el 11 de marzo de 2021 a Caltrans Environmental Planning, atención: Richard Putler, Senior Environmental Planner, 855 M Street, Suite 200, Fresno, CA 93721, o envíe un correo electrónico a richard.putler@dot.ca.gov. Caltrans comenzará a aceptar comentarios el 10 de febrero de 2021. Si no hay comentarios mayores, Caltrans seguirá adelante con el diseño del proyecto.

CONTACTO

Si desea más información de este proyecto, comuníquese con Anand Kapoor, administrador de proyecto, al (559) 243-3588, o por correo electrónico a anand.kapoor@dot.ca.gov o con Richard Putler, planificador medioambiental en jefe, al (559) 445-5286 o por correo electrónico a richard.putler@dot.ca.gov. Para otros temas de la ruta estatal, llame a la oficina de asuntos públicos del Distrito 6 al (559) 444-2409.

ADAPTACIONES ESPECIALES

En virtud de la Ley de Americanos con Discapacidades de 1990, se solicita a las personas que requieran adaptaciones (intérprete de lengua de signos americana, asientos accesibles, documentos en formato alternativo, etc.) que se comuniquen con la oficina de asuntos públicos del Distrito 6 de Caltrans por correo electrónico: D6.Public.Info@dot.ca.gov o por teléfono: (559) 444-2409. Quienes usan dispositivos de telecomunicaciones para sordos (TDD) pueden llamar al 1-800-735-2929 o llamar al servicio de retransmisión de California TTY marcando 711.

PERIODO DE COMENTARIOS PÚBLICOS

Se aceptarán comentarios desde el 10 de febrero de 2021 hasta el 11 de marzo de 2021.

Si no hay comentarios mayores o solicitudes de audiencia pública, Caltrans seguirá adelante con el diseño del proyecto.



Project Fact Sheet
State Route 99 Madera South

D6 SOUTH MADERA 6-LANE

FACT SHEET PPNO 6297 MAD-99-PM 0.1/8.1



The Project

The South Madera 6 Lane (Madera Goods Movement Project) is on State Route (SR) 99 in Madera County from south of Ave 7 to north of Ave 12. It is consistent with the District 6 and Regional Transportation Plans. It continues the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley.

Project Scope

This project will remove the 4-lane bottleneck on the route between Fresno and Madera by 5.8 miles of median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, increase vertical clearance at one structure, add an auxiliary lane, and upgrade two bridges over creeks.

The Need

SR 99 is one of the most heavily traveled non-interstate highways in the nation. On this segment, Average Annual Daily Traffic (AADT) is 81,300, with trucks constituting 19% (15,450) of the AADT. Since AADT is projected to nearly double by 2047 to 138,982 (T=26,400), proactively increasing the traffic capacity of this link will increase the efficiency and reliability of the route. 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.

Project Benefits

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. The Project is estimated to create 1,199 local jobs.

The Benefits-Cost Analysis (BCA) estimates Emissions Reductions over 20 years will avert 413 tons of Carbon Monoxide; 13,364 tons of Carbon Dioxide; 753 tons of Oxides of Nitrogen and 40 tons of Volatile Organic Compounds. Savings (in millions of dollars) are estimated as: Accident Cost Savings to Passenger Vehicles \$11.0 and Freight \$2.6; and Travel Time Savings to Passenger Vehicles \$373.6 and Freight \$173.0.

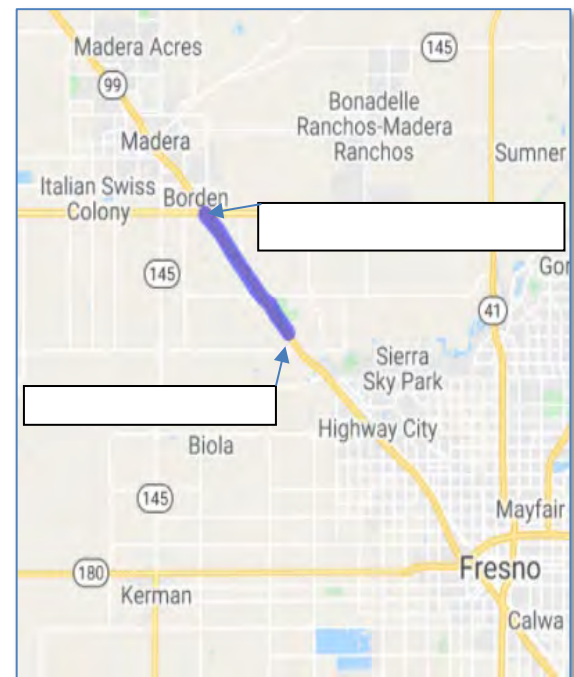


Figure 1

Local Engagement

This project has both regional and interregional significance and has the support of all major stakeholders. This Caltrans' project is in partnership with Madera County Transportation Commission, which is providing the local match for the TCEP funds.

Project Funding

Project Phase	Cost Estimate	Funding Source
PA&ED	\$3,413,000	ITIP
PS&E	\$6,400,000 and \$3,060,000	ITIP and SR99 Bond
R/W Support	\$1,500,000	2020 TCEP Competitive Program
R/W Capital	\$4,000,000	2020 TCEP Competitive Program
Construction Support	\$12,500,000	Future Need
Construction Capital	\$109,000,000	Future Need
Total Project Costs	139,873,000	

Project Schedule

Project Phase	Begin	End
Environmental Clearance	May 2019	May 30, 2021
Project Design	July 2021	August 2023 (RTL)
Right of Way	July 2021	June 30, 2023
Ready to List Project		August 2023
Construction	August 2024	July 2027

Contact Info:

Project Manager: Eric Karlson 559-246-7337 eric.karlson@dot.ca.gov

MPO: Madera County Transportation Commission

Project Sponsor/Partners: Madera County Transportation Commission

Elected Officials (Districts)

Assembly: 5

State Senate: 14

U.S. Congressional: 16

Letters of Support
State Route 99 Madera South



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Transportation Commission Policy Board, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold

and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

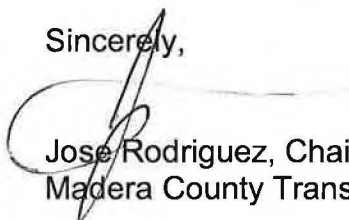
A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The Policy Board believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Policy Board appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Jose Rodriguez, Chair
Madera County Transportation Commission



March 24, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of City of Madera, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The City of Madera fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

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A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The City of Madera believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The City of Madera appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink that reads "Arnoldo Rodriguez". The signature is fluid and cursive, with the first name "Arnoldo" and last name "Rodriguez" clearly distinguishable.

Arnoldo Rodriguez, City Manager
City of Madera



MEMBERS OF THE BOARD

BRETT FRAZIER, District No. 1
DAVID ROGERS, District No. 2
ROBERT L. POYTHRESS, District No. 3
LETICIA GONZALEZ, District No. 4
TOM WHEELER, District No. 5

March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Board of Supervisors, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Madera County Board of Supervisors fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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BOARD OF SUPERVISORS

200 West 4th Street • Madera, CA 93637 • 559.675.7700 • madco311.com • maderacounty.com



and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

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Madera County appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Robert L. Poythress
Chairman - Madera County Board of Supervisors



March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa:

On behalf of The Madera County Economic Development Commission (MCEDC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

MCEDC fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve product movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

"Madera County, The Perfect Location"



A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. MCEDC believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include Zero Emission Vehicle infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. The projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

MCEDC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bobby Kahn", with a stylized flourish extending from the end.

Bobby Kahn, Executive Director
Madera County Economic Development Commission



The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of Community Action Partnership of Madera County, Inc. (CAPMC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
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CAPMC fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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1225 Gill Avenue • Madera, CA 93637 • www.maderacap.org

Administration / Community Services (559) 673-9173 • Fax (559) 673-3223

Child Care Alternative Payment and Resource & Referral Program (559) 661-0779 • Fax (559) 661-0764

Head Start Child Development Services (559) 673-0012 • Fax (559) 661-8459

Fresno Migrant Head Start • 4610 W. Jacquelyn Ave • Fresno, CA 93722 • (559) 277-8641 • Fax (559) 277-2640

Victim Services Center • 812 W. Yosemite Avenue, Suite 101 • Madera, CA 93637 • (559) 661-1000 / (800) 355-8989 • Fax (559) 661-8389

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CAPMC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink that reads "Mattie Mendez". The signature is fluid and cursive, with the first name "Mattie" and last name "Mendez" clearly legible.

Mattie Mendez, Executive Director
Community Action Partnership of Madera County, Inc.

PRESIDENT

Kelvin Adee
PO Box 368
Bruce, SD 57220
605-627-5621
kadee@ahpanet.com

VICE PRESIDENT

Chris Hiatt
36355 Kensington Dr.
Madera, CA 93636
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TREASURER

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Scott Hamilton
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PAST PRESIDENT

Darren Cox
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435-232-9429
darren@ahpanet.com

LEGISLATIVE CHAIRMAN

Mark Jensen
PO Box 162
Power, MT 59468
406-463-2227
mark@ahpanet.com



March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of American Honey Producers Association, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

State Route 99 Madera South – mobility, safety, gap closure project
State Route 41 Expressway – safety project
Madera Amtrak Relocation – multi-modal accessibility project

The American Honey Producers Association fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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The American Honey Producers Association appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

Chris Hiatt
Vice President,
American Honey Producers Association

Newspaper Articles
State Route 99 Madera South



State Route 99 Voted 'Most Dangerous U.S. Road'

State Route 99 Voted 'Most Dangerous U.S. Road'

State Route 99 (SR-99) in California has been voted [the most dangerous road in the U.S.](#) Figures show that for every hundred miles, thirty four lives are lost.

As a result, drivers using this route are being warned to drive with extra care, and authorities are [implementing new safety features](#) to keep the road as safe as possible.

Driving difficulties

SR-99 is 400 miles long and is a tricky road for drivers to maneuver. This is particularly the case for young drivers who won't have years of driving experience under their belts. As the road is largely rural, drivers are easily distracted by the boring scenery and this contributes to the total number of accidents that occur on the road. Similarly, almost 90% of young drivers confess to taking risks, such as speeding behind the wheel. The California Highway Patrol state that speeding is a leading cause of accidents on the SR-99, so novice drivers must ensure that [they adhere to its 70 mph speed limit.](#)

Staying safe on the SR-99

Just because there's a 70 mph speed limit on the SR-99 it doesn't mean that drivers have to drive this fast. Other highways in California generally have a [top speed restriction of 65 mph](#), so if drivers are used to and feel most comfortable driving at this speed they should do so on the SR-99. Drivers should also consider the type of car they drive. New cars come with multiple safety features that can aid a journey along the SR-99. Another savvy way of staying safe is to browse and choose the [best auto loans](#) as these can help drivers to obtain the funds required to purchase a vehicle that has autonomous emergency braking, adaptive cruise control, and lane assist, all of which will reduce the likelihood of an accident occurring.

Safety improvements

There are several ongoing projects on the SR-99 which aim to reduce the number of accidents that take place. In August, work started at the interchange between SR 99 and State Route 120 (SR-120) to widen the road and increase the number of lanes from 4 to 6 in the Madera area. Meanwhile, the SR-99 tunnel in Seattle will introduce a tolling system on November 9, 2019. While the main priority of the

toll is to pay back construction bonds and cover maintenance costs, it's hoped that the toll will cut accidents, too as [research shows that tolls reduce congestion](#).

The SR-99 is notorious for being an accident hot spot. But the causes of these accidents are mostly controllable and can be reduced with better driving behavior and with the implementation of even more safety measures.

Photo by Matt Duncan on Unsplash

Like Share Tweet Save



NOTICE: Due to the spread of COVID-19, many points of interest and roads are closed and travel is not recommended. Please follow all local health authority directives before venturing off, and stay safe.

Search ...

Search



Find your road



Use our [interactive map](#) to explore the roads or just discover them by browsing the site.

<https://www.dangerousroads.org/around-the-world/statistics-and-facts/9683-state-route-99-voted-'most-dangerous-u-s-road'.html>



The 50 Most Dangerous Roads in America

by Bailey Peterson • updated January 15, 2021

America is a country of roads. Every state has its own highway system, while nationally there is the interstate and numbered highway system. All in all, there are 2.7 million miles of road in the U.S. — enough to go around the Earth 107.2 times! Not every road has a great safety record though. Some are simply more dangerous than others. In this study we explored the 50 most dangerous roads in America. We go into how often a fatal accident occurs, and what makes these roads dangerous.

Top Five Most Dangerous Roads in the U.S.

1. State Route 99 (California)

62.3 Fatal Accidents per 100 Miles

Deadliest City: Fresno (34 fatal accidents)

2. I-45 (Texas)

56.5 Fatal Accidents per 100 Miles

Deadliest City: Houston (51 fatal accidents)

3. I-95 (Florida to Maine)

55.1 Fatal Accidents per 100 Miles

Deadliest City: Jacksonville (63 fatal accidents)

4. I-10 (California to Florida)

54.5 Fatal Accidents per 100 Miles

Deadliest City: New Orleans (89 fatal accidents)

5. I-75 (Florida to Michigan)

47.2 Fatal Accidents per 100 Miles

Deadliest City: Detroit (38 fatal accidents)

California Route 99, despite being a relatively shorter highway, had the most fatal accidents per 100 miles of any highway in the nation. The state route which cuts up the center of California had a total of 264 fatal accidents between the years 2011 and 2015. In second place, I-45 in Texas was another short highway, that also had a relative high amount of fatalities. The most major of the five is I-10, a trans-continental that runs from Florida to California. Based on total number of fatal accidents, I-10 has the most at 1,342 in the five years we looked at.

How Highways Rank for Different Types of Dangers

What makes these highways dangerous? We looked at three factors that contribute often to crashes: weather, lighting and drunk driving, and evaluated which highway was the most dangerous by category. The tables below have the five worst in each category, ranked based on the number of fatal accidents per 100 miles.

Rainiest and Snowiest Highways

Looking at FARS data from 2011 to 2015, we figured out which highways had the most fatal accidents that occurred in either rain or snow. I-85, which runs from the south up through Virginia, had the highest frequency of fatal accidents in inclement weather. 6.4 fatal accidents occurred under wet conditions per 100 mile run the years we looked at.

Rank	Highway	Fatal Accidents per 100 Miles	Fatal Accidents in Rain or Snow
1	I-85 GA	6.4	41
2	I-75 GA	5.7	103
3	I-75 VA	5.7	92
4	I-20 SC	4.7	75
5	I-75 NC	4.6	27

Darkest Highways

Next, we looked at the number of fatal accidents that happened in dark areas, without lighting available. These highways were mostly found in the south and the west, the darkest being the 99 in California. On the 500 mile highway, every 100 miles, there were 15.5 fatal accidents that happened in the dark. In fact, every year, 100 miles of the 99 had 15.5 fatal accidents.

When we looked at which highways had the highest frequency of fatal accidents in the dark, we found that 18 of the 50 most dangerous highways in America have fatal accidents on SR-99 in the last five years have occurred in the dark.

Rank	Highway	Fatal Accidents per 100 Miles	Total Fatal Accidents in Dark
1	SR-99 (CA)	72.3	108
2	SR-101 (CA)	60.2	27
3	I-10 (AZ)	48.5	28
4	I-75 (GA, SC)	35.1	116
5	I-20 (TX, OK)	34.3	235

Highways with Most Drunk Drivers

Finally, we looked at which highways had the highest frequency of an accident involving a drunk driver. Solidifying its spot as one of America's most dangerous highway as I-15 where we found nearly 18 total drunk driving accidents for every 100 miles between the years of 2011 and 2015.

Rank	Highway	Fatal Accidents per 100 Miles	Total Fatal Accidents with Drunk Driver
1	I-15 (CA)	17.5	50

Rank	Highway	Fatal Accidents per 100 Miles	Total Fatal Accidents with Drunk Driver
1	SR-99 (Cal)	62.3	264
2	I-45 (Tex)	56.5	161
3	I-95 (N.J)	55.1	1,061
4	I-10 (Cal)	54.5	1,342
5	I-75 (Ga)	47.2	844
6	I-85 (N.C)	47.1	315
7	I-5 (Cal)	43.9	607
8	I-20 (Tex)	43.0	662
9	US-17 (Fla)	38.8	461
10	I-35 (Tex)	37.2	583

The 50 Most Dangerous Highways in America

Rank	Highway	Length of Road (mi)	Total Fatal Accidents	Deaths per 100 Miles
1	SR-99 California	424	264	62.3
2	I-45	285	161	56.5
3	I-95	1,926	1,061	55.1
4	I-10	2,460	1,342	54.5
5	I-75	1,786	844	47.2
6	I-85	669	315	47.1
7	I-5	1,381	607	43.9
8	I-20	1,539	662	43.0
9	US-17	1,189	461	38.8
10	I-35	1,568	583	37.2

Rank	Highway	Length of Road (mi)	Total Fatal Accidents	Deaths per 100 Miles
11	I-84 East	232	85	36.6
12	I-65	887	324	36.5

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Methodology

To find how dangerous each highway was, we looked at the FARS (Fatality Analysis Reporting System) of the National Traffic and Highway Safety Administration. We took their "Accident" data from 2011 until 2015 and used it to count the number of accidents that occurred on every highway in the U.S. between those years. We then took the number of occurrences and the length of the 50 highways with the most fatal accidents to determine how often a fatality occurred. We used the same data set to determine the number of fatal accidents that happened in rain or snow, darkness and with a drunk driver. Since these highways go over several states, it was difficult to find the average ridership for each highway, so we use the length of the highway as a surrogate.

Bailey is a Research Analyst at ValuePenguin, covering insurance. He graduated from Occidental College with a B.A. in Mathematics and a minor in Computer Science. Bailey's analysis has been featured by CNBC, the Houston Chronicle and the National Transportation Bureau Safety Board.

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Valley leaders angry about losing funding for Highway 99 projects

by Rich Rodriguez

Tuesday, October 8th 2019

AA

Caltrans wants to cut funding for road widening in Madera Co. and Tulare

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The six lane widening from Avenue 7 to Avenue 12 in Madera County is a \$9,000,000 project. Widening 99 through Tulare will cost \$8,000,000.

Deleting the two for now would save \$17,000,000. Governor Newsom's latest executive order diverts gas tax money for roads to fund what he calls bold climate goals and actions.

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Local leaders took their frustrations to the California Transportation Commission meeting in Modesto.

Rob Poythress is a Madera County Supervisor. "This is called swallow this whether you like it or not. There's no conversation. There's nothing going on it's just this is the way it is. Enjoy it."

Assemblyman Devon Mathis of Visalia says the two Valley projects can't wait. "It is

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The Governor's executive order directs state and update overall operations which includes transportation investments. review

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Patricia Taylor is executive director with the Madera County Transportation Commission. "We were not consulted at all. We were not asked for any input on this project."

The California Transportation Commission has the final say on highway construction funding. It's a multi-million dollar decision on freeway projects or climate change.

The Commission will hold one more hearing on highway funding projects Tuesday October 15 in Irvine.

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HIGHWAY 99

Highway 99 expansion funding cuts elicit angry reactions

By [Corin Hoggard](#)

Wednesday, October 9, 2019

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The California State Transportation Agency, or CalSTA, has proposed at least delaying and possibly canceling a couple of projects along the highway -- in Madera and Tulare Counties

FRESNO, Calif. (KFSN) -- Proposed funding cuts affecting expansion projects on Highway 99 have Central Valley politicians riled up.

Caltrans has proposed at least delaying and possibly canceling a couple of projects along the highway -- in Madera and Tulare Counties.

Construction projects dot Highway 99 in the Valley -- from improvements to bridges and overpasses funded by almost 18 cents a gallon in gas taxes added since November 2017, to an expansion in Madera County between Avenues 12 and 17.

But another expansion between 12 and 7 is one of two Valley projects on which the state transportation agency is hitting the brakes.

"We are outraged by that decision," said Madera County Supervisor Rob Poythress.

The state is saving \$9 million on the Madera County project this year and \$8 million more by deleting a Tulare County project from this year's plans, but local politicians say the agency didn't consult them about canceling plans they made with the agency a year ago. (Caltrans officials emphasized they could resume these projects next year, but admitted that's no guarantee.)

"It's unacceptable to delay improvements to SR-99 and to this corridor, which quite frankly hauls more freight than the entire state of Texas," said Assm. Devon Mathis, (R) Visalia.

Fresno Assemblyman Jim Patterson blames it on Governor Gavin Newsom's September executive order, which he says diverts SB-1 gas tax money to projects like rail.

"This is classic bait and switch," the Republican said. "We were promised streets and roads and highways. We're getting anything but."

The Caltrans ITIP budget sets aside about one-tenth of its 2020 total, \$61 million, for rail and other projects fitting into the executive order, which also calls for using discretionary

transportation money to support housing close to available jobs, and helping lower income people pay for any increases in transportation costs.

But CalSTA secretary David Kim, whose agency includes Caltrans, told Action News it's not SB-1 gas tax money. Their more than \$600 million ITIP budget includes about \$400 million for roads. It gets an estimated \$200 million from SB-1 revenue, according to Patterson's office. But Caltrans says the decision to delay Valley projects came before the executive order.



Corin Hoggard ABC30

about a year ago



Let's go to the numbers on this story:

~\$600 million - CalSTA (Caltrans) ITIP spending plan for 2020.

(<https://dot.ca.gov/.../documents/2020-ocip-draft-itip-a11y.pdf>)

~\$400 million - Caltrans proposed spending on roads.... [See More](#)



ABC30.COM

Highway 99 expansion funding cuts elicit angry reactions

The California State Transportation Agency, or CalSTA, has proposed at least delaying and pos...

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12

"Those who claim the state is canceling projects funded by gas tax dollars are incorrect," Kim said. "Aligning climate goals with transportation goals requires new thinking, not obstructionism."

"What kind of a response is that?" Poythress said of Kim's statement about new thinking. "I mean, it's kind of like, do we all need to go to re-education camps or something? It's just unbelievable."

Poythress and Mathis complained about the proposed deletions to the state transportation commission at a hearing on Tuesday in Modesto.

The commission only has one more public hearing -- in Irvine next week -- but Patterson is asking them to hold one in Fresno before they vote on the spending plan.

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CA-99 Widening Defunded – Where is the Money Going?

📅 On October 27, 2019 / By [jamesinclair](#)



Two weeks ago, CBS47 lobbed the following headline: [Gov. Newsom redirects gas tax money to fund railway systems, not highways.](#)

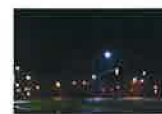
Unfortunately, the reporting was pretty light on details. Where is the money going? Where did the money even come from? CBS got the following statement from Caltrans:

The state is confronting the climate crisis head on. In doing so, Caltrans will use available transportation



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canceling projects funded by gas tax dollars are incorrect. Aligning climate goals with transportation goals requires new thinking, not obstructionism.

Fair enough, but that's not an answer either.

The media also got quotes from a few very angry republicans who essentially said the Governor was stealing from the gas tax fund and the tax was a bait and switch.

"I don't understand how this is even legal, from a voter integrity standpoint," (State Sen. Andreas Borgeas, R-Fresno) said Friday during the "Eggs & Issues" forum at Tornino's in Fresno. "The idea that individuals can take money from that pot (when) the voters prescribed exactly where it was intended to go, from a legal standpoint, I don't understand."

Fresno Bee

State Sen. Andreas Borgeas should know better.

Gas Tax Law

Those bait-and-switch claims are a lie. To start, [SB-1](#), the gas tax bill, clearly states how the money gets allocated. For example:

This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset

kill infill general plan?

December 17, 2014



Fresno Fulton Mall / Street September 2017 Construction Photo Tour

September 21, 2017



Bakerfield: Goodbye neighborhood hello highway

December 5, 2012

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The bill would also allocate portions of the revenue from the new transportation improvement fee to the State Transit Assistance Program and to the Transit and Intercity Rail Capital Program. The bill would restrict expenditures of the fee revenues made available to the State Transit Assistance Program to transit capital purposes and certain transit services, and would require a recipient transit agency to comply with various requirements, as specified.

So to start, the bill was never about just roads, and it clearly said as much on the ballot. There's a lot more in the law about who gets what money, including money for things like planning. In fact, the law even pre-allocated funding based on revenue estimates:

The revenues estimated to be available for allocation under the act to the state are estimated over the next 10 years to be as follows:

- (A) Fifteen billion dollars (\$15,000,000,000) for state highway maintenance and rehabilitation.*
- (B) Four billion dollars (\$4,000,000,000) for highway bridge and culvert maintenance and rehabilitation.*
- (C) Three billion dollars (\$3,000,000,000) for high priority freight corridors.*
- (D) Two billion five hundred million dollars (\$2,500,000,000) for congested corridor relief.*
- (E) Eight hundred million dollars (\$800,000,000) for parks programs, off-highway vehicle programs, boating programs, and agricultural programs.*
- (F) Two hundred seventy-five million dollars (\$275,000,000) for the interregional share of the State*

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(H) Seventy million dollars (\$70,000,000) for transportation research at the University of California and the California State University.

I highlighted F, because this is the specific section of money we are talking about today. Section A, the \$15,000,000,000 for state highway maintenance and rehabilitation? No change. Section B, the \$4,000,000,000 for highway bridge and culvert maintenance and rehabilitation? No change. Etc.

Interregional Transportation Improvement Program

What exactly is the Interregional Transportation Improvement Program ?

*The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods across the State of California on highway **and passenger rail corridors** of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline*

The ITIP is one of many state funding programs that collectively invest in the development, maintenance,

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and operations of the State Highway System and other components of the state's larger transportation network. These programs cover a wide breadth of areas including high-speed rail, intercity passenger rail, commuter and urban rail, bus transit, waterborne ferry, active transportation, highways, local streets and roads, and general aviation airports.

That's a pretty broad program, which again is about all forms of transportation, and not just highways. As it turns out, the the law is even more specific about the funding mix:

At least 60 percent of the program shall be programmed to projects outside urbanized areas on the Interregional Road System (IRRS) and for intercity passenger rail. Of this amount, at least 15 percent (9 percent of the ITIP) must be programmed for intercity passenger rail projects.

Up to 40 percent may be programmed to projects anywhere in the State subject to the north/south 40/60 split. Projects may be state highway, mass transit fixed guide-way s, or rail grade separation

On top of all this, projects funded under this program must meet certain goals, such as accessibility, safety, and reliability.

This is not a new program, and it's something you would expect people like Assemblyman Jim Patterson and State Sen. Andreas Borgeas to know about, before saying stupid things like "When you pay for gas and you pay a gas tax, a railroad is not a highway. This is bait and switch. This is saying one thing and doing something else."

Are they grossly ignorant about the job they are being paid to do by taxpayers, or are they lying?

 August 2020

 July 2020

 May 2020

 April 2020

 March 2020

 February 2020

 January 2020

 December 2019

 November 2019

 October 2019

 August 2019

 April 2019

 February 2019

 January 2019

 August 2018

 July 2018

 April 2018

 March 2018

 February 2018

 January 2018

 November 2017

 October 2017

 September 2017



Speed Rail? BART? The proposed Visalia-Hanford rail line?
The answer is...nothing!?!

The story unfolds in this massive [Caltrans report](#). This is a draft report, as there are two scheduled public meetings where comments are accepted, but little will change. What this report does is look at how much money is actually available (in case revenue was not projected properly, or costs were higher than expected) and allocate it to specific projects. What projects get money will vary based on current needs, the pre-assigned mix of funds, and executive orders like this one:

Governor Edmond G. Brown issued Executive Order B-30- 15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established.

To start, there's less money available.

STIP capacity over the 2020 five-year FE period has decreased compared to the capacity in the 2018 five-year FE period, going from \$3.3 billion in the 2018 FE to \$2.6 billion in the 2020 FE. The decrease is primarily attributable to a high level of pre-existing STIP project commitments for allocated and programmed projects.

And then taking into account the money that has already been planned for, we get this:

The 2020 Fund Estimate provides \$52,414,000 in new, additional ITIP funding

- April 2017
- March 2017
- February 2017
- January 2017
- December 2016
- November 2016
- October 2016
- September 2016
- August 2016
- July 2016
- June 2016
- May 2016
- April 2016
- March 2016
- February 2016
- January 2016
- December 2015
- November 2015
- October 2015
- September 2015
- August 2015



1/10/ML v



Which by my math, leaves \$164,000 to hand out. That's nothing.

Then, \$32,494,00 in highway projects were deleted to make money available. This is where funding for the new CA-99 lanes in Tulare and Madera were cut. The other cut highway was 46 in San Luis Obispo.

By the way, the elected representative of that area has appealed directly to the project benefits, rather than throwing a fit like the Fresno area reps.

Assemblyman Jordan Cunningham, R-San Luis Obispo, called on the California Transportation Commission to reject its staff's proposal. "The widening of Highway 46 provides not only carries an economic benefit, but a safety one, as well," Cunningham wrote in his letter. "The Highway 41/46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average."

Fresno Bee

Of course, he forgets to mention that so little money is left because one of their projects went over budget....

An additional \$8,673,000 was added to the funding pile from money saved on the "Tulare SR 99 Tagus Highway project," and another \$20m from savings from a CA 99 bond.

The end result is "retained \$61,331,000 in uncommitted 2020 ITIP programming capacity to be held in reserve for

- May 2015
- April 2015
- March 2015
- February 2015
- January 2015
- December 2014
- November 2014
- October 2014
- September 2014
- August 2014
- July 2014
- June 2014
- May 2014
- April 2014
- March 2014
- February 2014
- January 2014
- December 2013
- November 2013
- October 2013
- September 2013

Priority Rail Projects

Who gets money from these changes is decided based on the executive order, which states that transportation investments must be “near housing, and on managing congestion through innovative strategies that encourage alternatives to driving.”

But what specific projects will get it are not in the report, which is why they’re called uncommitted funds. We DO know what rail projects had previously been allocated funds, which you can see in this map:

- June 2013
- May 2013
- April 2013
- March 2013
- February 2013
- January 2013
- December 2012
- November 2012
- October 2012
- September 2012
- August 2012
- July 2012
- June 2012
- May 2012
- April 2012
- March 2012
- February 2012
- January 2012
- December 2011
- November 2011
- October 2011



- July 2011
- June 2011
- May 2011
- April 2011
- March 2011
- February 2011

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It's a mix of projects around the state, with the primary focus being on Amtrak California lines. Incidentally, this is the first I've heard of Fresno getting a second platform at the Amtrak station. That money is not scheduled to be spent until 2022. Maybe they can build high platforms to accommodate the new trains? Currently, the only plan is for "mini-highs" at each station (also in 2022).

The only brand new rail project identified is [Link Union Station](#), which is being funded at the expense of "Raymer to Bernson Double Track Project" which was zeroed out



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Who should get the uncommitted funds? Well, a lot of hands are out for the cash. Metrolink is apparently arguing that any funds going to them will have the biggest impact on reducing emissions, since they will be able to add more train trips that replace car trips. By electrifying and adding tracks, they can become a serious commuting option for the region. They make a solid argument.

Meanwhile, Central Valley (CV) politicians will argue that the money should stay in the valley, since that's where it was originally going to go.

That's a fair argument, but unfortunately, the CV doesn't have a large bench of projects sitting in line waiting for funds. They want to relocate the Madera station (again), but that project isn't going to really change travel patterns. ACE, in the northern part of the valley, is very well positioned to receive funding, but that won't satisfy politicians from Fresno and Kern.

Maybe Fresno-area politicians shouldn't have put all their eggs in a single 99 shaped basket?

On this blog, my posts and those left by other commentators have complained that much of the CV rail planning focus has been on Sacramento. Well, that shows to me that those folks have their act together. They've been working on those plans for years, and are now harvesting the rewards. So I do expect them to get some of these funds.

I think it's time to ask our politicians why they've dropped the ball on planning. Instead of throwing a fit filled with lies, maybe longtime politicians like Jim Patterson and



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It's 2019, the state is on fire, again. Maybe think about transit for once?

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7 Replies to “CA-99 Widening Defunded – Where is the Money Going?”



Matthew Woodward says:

October 28, 2019 at 12:51 pm

Well, if we really are going to have HSR eventually, why not build rail service along existing ROWs between other valley cities.

For example, why not study connect Dinuba, Reedley, Sanger, Kerman, Mendota, and Firebaugh to Fresno's HSR station with commuter rail? The combined population of these cities is almost 100,000 people. That's a lot of potential passengers

REPLY

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The easiest option would be a commuter rail line along 99, using the existing UP right of way. Most of the cities had stations in the past, including the historic Fresno station behind where the Greyhound was.

Another common sense option would be using the BNSF/Amtrak line to add stations on Herndon, Shaw, and Madera for local transit.

But as I said, Fresno area politicians have never shown interest in planning for this. There's nothing they can point to where money should be spent.

The ONLY Fresno-area rail project I can even remember is when Measure C was supposed to fund "rail consolidation" which was basically moving the UP and BNSF lines into a single corridor.

And the only reason they wanted this was to remove grade crossings to speed up cars.

[REPLY](#)

Matthew Woodward says:

October 28, 2019 at 4:05 pm

Their priority is speeding up freight huh. It makes now sense why HSR's overpasses are so unaccommodating to pedestrians and bikes. Still though, I never thought of Amtrak Stations in



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again should downtown become overcrowded, I can get behind that project.

My other thought was if that same line running through town was abandoned, it could be a nice bus way from downtown to Herndon Ave with some bike facilities paralleling where feasible. There would even be a station in the middle of city college's parking lot. But that's all big IF.

REPLY

**Jeffrey Whitaker** says:

October 29, 2019 at 4:09 pm

Fresno leaders drop the ball on sooo many projects. Then complain and blame when they get fucked. 🤔

REPLY

**James Sinclair** says:

October 30, 2019 at 7:53 am

They've made a career out of complaining on talk radio instead of actually working for their constituents. Much easier to sit in the peanut gallery and complain all day.

REPLY





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Hello!

I shot you an email to the one i have on file from a couple of years ago asking if we could syndicate on SBCAL. LMK if that's ok. thedaymen@gmail.com

REPLY



James Sinclair says:

October 31, 2019 at 11:00 am

Hey I didn't get the email, feel free to use the article!

REPLY

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(https://gvwire.com/tag/coronavirus/?utm_source=banner_coronavirus)



Letter to Caltrans: Highway 99 widening plans could be hurt by new VMT law (AAFPass.com)

VMT Law Could 'Thwart' Efforts to Finish Highway 99 Widening

by [Jim Jakobs](https://gvwire.com/author/jim/) (<https://gvwire.com/author/jim/>) · June 16, 2020

SHARE THIS ARTICLE:

Future Central Valley highway projects — including the expansion of Highway 99 to six lanes — will be impeded if Caltrans follows a new controversial state law, a large regional planning agency says.

The San Joaquin Valley Regional Policy Council, which represents more than 60 cities, shared its concerns about Highway 99, Interstate 5, and other highways in a letter to the director of Caltrans. The council says that by 2050 the Central Valley will double in size, but it will be unable to “rise” as a region because of restrictive, costly measures in the Vehicle Miles Traveled law.

On July 1, projects will no longer be assessed a fee by how much traffic congestion is created.

Instead, VMT will be applied to new developments. For instance, if a person drives to multiple places a day — work, store, soccer practice, etc. — all of those miles are counted up. Then a VMT fee is calculated for the development. The goal, according to the bill’s supporters, is to reduce greenhouse gas emissions. VMT is the implementation plan for Senate Bill 743, which became law in 2013.

A growing group of bipartisan state lawmakers is urging Gov. Gavin Newsom to delay VMT implementation for two years. In addition, planning agencies representing more than half of California’s 40 million residents, are asking for one- or two-year delays.

Related Story: *Powerhouse SoCal Agency Urges Newsom: Delay VMT Law* (<https://gvwire.com/2020/06/11/3-southern-california-government-agencies-send-letters-to-newsom-delay-vmt-law/>).

San Joaquin Valley Regional Policy Council Letter to Caltrans

The San Joaquin Valley Regional Policy Council represents 62 cities on regional transportation and air quality issues. The council is concerned about Caltrans possibly applying its VMT standards on highways used by the agricultural community.

In a June 11 letter to Caltrans Director Toks Omishakin, the council stated that VMT shouldn’t be used for state highway system projects.

“We have made promises to our voters to work with Caltrans to help fund these regional projects through our state sales tax measures,” the council writes. “The interpretation and implementation of SB 743 will impede these construction efforts, and contradicts the commitments we have made to our residents for locally funded highway improvements.”

The council laid out options for Caltrans to consider instead:

- Encourage and provide incentives for teleworking. The COVID-19 pandemic has provided a crash course in demonstrating that technology can be a solution to alleviating traffic congestion, improving air quality, and quality of life, the council pointed out.
- Provide greater incentives for the purchase of electric vehicles, installation of charging stations along state highways, and the retrofitting of homes with proper charging outlets. This would provide for an immediate, cost-effective solution to improving air quality while enhancing mobility for residents, the council said.
- Continue making investments into passenger rail service. This includes augmenting funding for grade-separation projects to enhance safety from cross-traffic, ensuring the reliability of service, and reducing the idling of vehicles at rail intersections. Continued investments in cost-effective and frequent service will help ease congestion and improve air quality, the council said.
- Encourage innovation by transit systems to model service after transportation network companies through offering vanpool service, car sharing, and other alternatives rather than traditional bus routes.
- Ship more containers and goods via freight rail to reduce truck traffic on major arterials such as Highway 99 and Interstate 5. This would greatly enhance safety, slow down road degradation, and alleviate congestion.
- Provide greater incentives for businesses to locate or expand operations in the San Joaquin Valley. This would reduce greenhouse gases, VMT, and is a greater return on investment than building expensive high-density housing in already

“The interpretation and implementation of SB 743 will impede these construction efforts, and contradicts the commitments we have made to our residents for locally funded highway improvements.” — San Joaquin Valley Regional Policy Council Letter to Caltrans

densely populated, high-cost metropolitan areas.

You can read the full letter here.

San Joaquin Valley Regional Planning Agencies Letter to Caltrans





SAN JOAQUIN VALLEY
REGIONAL
PLANNING AGENCIES
Policy Council

June 11, 2020

Toks Omishakin
Caltrans Director
1120 N Street
P.O. Box 942873
Sacramento, CA 95814

RE: Comments on SB 743 Implementation

Dear Director Omishakin:

On behalf of the San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council), we appreciate the opportunity to provide comments on the implementation of SB 743. The Policy Council represents the eight county metropolitan planning organizations and the 62 cities of the San Joaquin Valley on regional transportation and air quality issues. We have serious concerns about the implementation of SB 743, and its potential adverse effects on major goods movement transportation projects, and on housing and transportation cost for our disadvantaged communities.

Under SB 743, Caltrans and other California Environmental Quality Act (CEQA) practitioners, will adopt new guidance for CEQA significance determinations, including identifying the best approach for analyzing vehicle miles traveled (VMT) and induced travel for new projects. This effort stems from SB 743, which established special administrative and judicial review procedures under CEQA for the City of Sacramento's Golden 1 Sports Center. The bill, however, has been construed as providing guidance on reforming transportation and CEQA planning practices statewide, rather than for a specific project.

The San Joaquin Valley is the heart of California's transportation system, and is a major generator of economic activity within California. A significant majority of our agricultural commodities are transported by truck primarily using State Route 99, Interstate 5 and other major east-west corridors. Many of the transportation projects that are currently identified for construction through existing regional sales tax measures will improve these state highways and eliminate dangerous congestion

Document

◀ 1 of 3 ▶

+ = 100%



Building Industry Association of Fresno & Madera Counties

Mike Prandini, president and CEO of the BIA of Fresno and Madera Counties, says he's read all the documents about VMT's impact on the state highway system. He's still not clear about VMT's impact on highway projects.

"Along with a host of public officials in the Central Valley, I am concerned that the restrictions on capacity expanding projects may thwart our region's effort to finish the widening of Highway 99 to six lanes," Prandini said. "However, since the widening of Highway 99 has been considered a safety project, it may not be impacted. We just don't know."

Fresno COG and Fresno County Transportation Authority

The Fresno Council of Governments shares the same concern Prandini has about the vague nature of VMT's impact on the state highways.

"Fresno COG has expressed its technical concerns with the SB 743 modeling process, along with most of the other RTPAs in the state," said Fresno COG Director Tony Boren.

Fresno County Transportation Authority Executive Director Mike Leonardo has implementation responsibility for the projects Fresno COG plans on the state highway system.

Leonardo and Boren issued a joint statement to GV Wire:

"With regards to project delivery, full guidance from Caltrans on how pipeline projects will be subject to these new provisions remains uncertain at this point. It is possible our remaining Measure C projects might be determined to be exempt. However, there is serious concern with Fresno COG /FCTA as to what impacts SB 743 will have on the development of our upcoming MC III Expenditure Plan as we move forward with that regional planning process."

Related Story: [In Suing California, Group Says Law Will Keep Grandparents From Seeing ...](https://gvwire.com/2020/06/11/in-suing-california-group-says-law-will-keep-grandparents-from-seeing-grandchildren/)

(<https://gvwire.com/2020/06/11/in-suing-california-group-says-law-will-keep-grandparents-from-seeing-grandchildren/>)

Associated General Contractors of California

AGC of California is the state's largest construction trade association providing advocacy and services for general contractors and construction-related firms.

In a statement to GV Wire, an AGC spokesperson said, "There will certainly be significant impacts that may very well take more money 'off grade' and increase the costs of our public infrastructure at a time when we cannot afford it."

The spokesperson also said, "While the dialogue has been going on for several years regarding this transition from level of service to vehicle miles traveled, any further decisions and implementation should be postponed until we are fully out of the current crisis, have a very clear picture of the state's revenues, and can figure out how to incorporate the new mandates into the current planning system."

Watch: How VMT Is Calculated

What is VMT?



Caltrans VMT Guidance Document: Unclear Answer

Caltrans posted a [document online \(https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-04-13-qanda-sb473guidancedocs-a11y.pdf\)](https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-04-13-qanda-sb473guidancedocs-a11y.pdf) titled, "Q&A Caltrans Guidance Documents for SB743 (VMT) Implementation."

The seventh item attempts to answer the question: "I've been working on my project for the past year or so; will I have to analyze induced VMT on my project to comply with SB 743?"

The answer: "possibly."

Caltrans writes, "Some environmental reviews that reached Caltrans' Milestone 020 after December 2018 and before September 15, 2020, may be revised to include VMT analysis, as discussed in the Implementation Timeline Memorandum."

Highway 99 Widening Projects

Public information officer Laurel Goddard of the California Transportation Commission confirms to GV wire by email that several projects in the Central Valley were approved for funding.

The commission approved funds for the design phase of several projects.

- Madera County Highway 99 widening: \$3.06 million for fiscal year 2021-2022 and \$6.4 million from the State Transportation Improvement Fund for fiscal year 2021-2022
- Tulare County Highway 99 widening: \$2.070 million for fiscal year 2021-2022 and \$4.3 million from the State Transportation Improvement Fund for fiscal year 2021-2022

Several sections of Highway 99 are scheduled for expansion. See the maps below.



(<https://media.gvwire.com/wp-content/uploads/2020/06/15095940/image-2.png>)

MERCED COUNTY: State Route 99 north and south of the project area is an existing six-lane freeway. Construction for the northbound project is funded with Trade Corridor Enhancement Program (TCEP) funds. The southbound project is scheduled for Construction in FY 2021-22. (Caltrans)



(<https://media.gywire.com/wp-content/uploads/2020/06/15095820/image-1-1.png>).

MADERA COUNTY: This project will widen a segment of SR 99 from Avenue 12 to Avenue 17 in Madera County. With the availability of Proposition 1B State Route 99 Bond savings from other projects in this corridor, this project was delivered in October 2018 using those savings and is currently under construction. (Caltrans)



(<https://media.gvwire.com/wp-content/uploads/2020/06/15095820/image-1.png>)

TULARE COUNTY: The improvements in this segment are part of a long-range strategy to improve SR 99 southwards from Kingsburg to Delano. (Caltrans)

Related Story: [Clovis City Manager Says July 1 Law 'Real Hindrance' to ...](https://gvwire.com/2020/06/05/clovis-city-manager-says-new-july-1st-law-will-be-a-real-hindrance-to-development/) (<https://gvwire.com/2020/06/05/clovis-city-manager-says-new-july-1st-law-will-be-a-real-hindrance-to-development/>)

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Commission approves program for State Route 99 Widening Project

At its December meeting, the California Transportation Commission awarded Caltrans and Madera County Transportation Commission \$4,659,000 in Trade Corridor Enhancement Program funding for the right of way and capital support of the Madera South Widening Project (\$1,864,000 from statewide TCEP funds and \$2,795,000 from regional corridor TCEP funds).

The project is on State Route 99 in Madera County from south of the Avenue 7 to north of the Avenue 12. Enhancement of this section of SR 99, which travels through southern Madera County, is needed to improve truck freight mobility and travel time reliability, preserve acceptable facility operation, improve safety, and reduce congestion.

As a regionally significant component of the national goods movement network, the widening of this section of SR 99 Project will provide the following benefits:

- Improve safety
- Reduce congestion
- Improve the flow of goods and services for the region and the State and provide the catalyst for regional and local generation of jobs
- Improve greenhouse gas emissions

Four years ago, the Madera County region was hit hard by a funding shortfall from the 2016 State Transportation Improvement Program. The gas tax revenue established by SB 1 allowed the CTC to restore many projects that were cut, including the SR 99 mobility projects in Madera County.

"The residents of Madera County are very pleased to learn about the approval of the TCEP grant," said Madera County Supervisor Robert Poythress. "This funding is a positive step toward the completion of the SR 99 improvements between Ave 12 and Ave 7. The improved freeway will substantially increase traffic safety, lower emissions caused by gridlock, and provide more efficient and effective movement of goods and services."

A link to the California Transportation Staff Report is available on the Commission's website, here (Tab 22): <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2020/2020-12/000-ata.pdf>.

The Madera County Transportation Commission is comprised of the cities of Chowchilla, Madera, and Madera County. MCTC is the Metropolitan Planning Organization, the Regional Transportation Planning Agency and the Transportation Authority for the Madera Region. MCTC addresses regional transportation issues.

Tags:

finance construction

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CalSTA/Caltrans Surface Transportation Project Congressionally Directed Funding Support Letter Questionnaire

1) Project Name

Madera 41 South Expressway

2) Project Address (and U.S. Congressional District)

16th U.S. Congressional District

Segment of SR 41 between Avenue 10 ½ and Avenue 15 (10 miles north of Fresno)

3) What type of eligible project under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the U.S. Code is the project request?

Construction and Operational Improvements of a Highway

4) Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds.

Madera County Transportation Commission (Regional); Madera County (Local Government)

5) What is the total project cost? How much Congressionally Directed funding is being requested? How much additional funding will be required to complete the project if the requested Congressionally Directed funding is provided?

Total Project Cost	\$ 115,000,000
Congressional Directed Funds	\$ 89,000,000
Future Phase Funds	\$0
Programed Funds	\$ 26,000,000

- 6) Please identify the specific segment or activity for which project funding is requested.

Construction along the 4 mile-mile segment of SR 41 between Avenue 10 ½ and Avenue 15.

- 7) If you are requesting funding for a specific segment or activity, please describe the overall project of which this segment/activity is a part of.

Requested funding will apply to the full project

- 8) Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or State Transportation Improvement Program (STIP)? If yes, please list which one it is included in. Please also link to the TIP/STIP.

This project is currently included in the 2014 Regional Transportation Plan (RTP) and the 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (RTP/SCS) as a Constrained Capacity-Increasing Project.

https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5651/mctc_2018_rtp_am_1_technical_revision.pdf

- 9) Please describe the current status of the project and the expected schedule for its completion.

Environmental Clearance	Completed in May 2020
Preliminary Engineering	In Progress, Due 12/2021
Right of Way	In Progress, Due 3/2022
Construction Begins	Spring 2023 (Pending Funding)

- 10) Please describe the process that has been or will be followed to provide an opportunity for public comment on the project.

A Public Information Meeting (Scoping) was held at the Rolling Hills Fire Station on June 16, 2015 for the public to review and comment on the two Build Alternatives and

the No Build Alternative for this proposed project. Comments were solicited from developers, homeowners, businesses, school district and US Environmental Protection Agency and National Environmental Policy Act Reviewer.

A Public Hearing was held at the Ranchos Middle School on January 11, 2017 for the public to review and comment on this proposed project. Comments varied between endangered species concerns and impact to existing local community.

Focus and general meetings will continue to be held with stakeholders through the duration of the project.

- 11) What is the NEPA category of action (i.e., Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)?**

NEPA was satisfied with an EA

- 12) What is the status of the project's environmental review?**

The environmental review phase is complete

- 13) Have you received letters of support for this project from other agencies/organizations? If so, please list agencies/organizations supporting your project.**

Madera County Transportation Commission (attached)

Madera County Economic Development Commission (attached)

Community Action Partnership of Madera County (attached)

Adjacent Landowners (to be provided by 3/30/21)

Additional Letters of Support are currently being collected

- 14) Does the project have regional or national significance?**

Regionally, this corridor is a principal route for residential and commercial traffic.

Nationally, this corridor helps to transport the agricultural commodities of the San Joaquin Valley to rail, freight, and port terminals for worldwide distribution. The route is also listed on the National Highway Network, is designated as Regionally Significant. SR 41 is a Federal-Aid National Highway System Route functionally classified as a

principal arterial from the San Luis Obispo County line to its end at the entrance to Yosemite National Park in Mariposa County.



SR 41 is a State Terminal Access (STA) route that allows use by specific larger trucks under the Federal Surface Transportation Act of 1982 (STAA). The Project is well aligned with the R.O.U.T.E.S. Initiative.



SR 41 is the main access road to the foothill communities of Coarsegold and Oakhurst and offers an alternate route to the town of Mariposa. As SR 41 reaches the foothills it passes through, and provides primary access to,



Disadvantaged and Severely Disadvantaged Communities. It also provides access to many recreation areas within the Sierra National Forest including the Sierra Vista Scenic Byway. In addition, this route provides access to the southern entrance into Yosemite National Park, which is national and international destination.



SR 41 provides a reliable evacuation route for residents in eastern Madera County during large wildfire events. In the last four years, 7 wildfires greater than 5,000 acres required SR 41 to be used as an evacuation route.

- 15) Describe the safety, economic development, equity, mobility, and environmental benefits associated with completion of the project. (Max: 200 words)



Improve Safety: Elimination of unprotected left turns, widening shoulders, addition of separated medians, and adding an undercrossing at Avenue 11 to eliminate at grade conflicts.



Support Smart Growth: Promote and support planned sustainable communities along the project corridor which relieve congestion by allowing people to live in proximity to employment centers.



Address Current Climate Risk: Improve environmental impacts of transportation facilities through reduced Vehicle Miles Traveled (VMT), Improved Air Quality, providing non-motorized transportation options, and smart stormwater management.



Improved Traffic Management with ITS: installation of fiber optic lines for ITS connection, traffic signal interconnect, closed circuit television cameras, capacity for future autonomous vehicle infrastructure.



Support for Zero Emission Vehicles: Signage will direct travelers along SR 41 to EV Charging Stations being installed by local projects adjacent to this widening.



Promote Active Transportation: Provide Class III bike lane along the full length of the project and provide modern dedicated facilities at intersections. A principal of sustainable developments along this corridor is to facilitate commuting with non-motorized forms of transportation.



Further the goals of the R.O.U.T.E.S. initiative by improving safety and bringing this rural highway up to a state of good repair.

- 16) Has the project previously received any federal funding? If yes, please describe.

This project has not received Federal Funding

- 17) Has the project received any prior funding from a State, local, or private source? If yes, please describe.

In addition to Traffic Impacts Fees, the County is working with private landowners to contribute \$300,000 to \$500,000 to this project.

State	\$ 0
Local (Road Impact Fees)	\$ 26 M
Private	\$ 0.3 - \$ 0.5 M

- 18) Please provide the proposed legislative text (in no more than 250 characters) of the project as you would like it to appear in the bill.
(Please note that project line items carry the force of law and can only be amended through subsequent public laws. If Congressional intent (as established through answers listed on this form, or in letters to the

Committee) is different from the legislative text, the entity administering the project is required to adhere to the statutory language.

Madera 41 South Expressway Highway Improvement Project North of Fresno
California

Project Fact Sheet
State Route 41 Expressway



Madera 41 South Expressway

WE REQUEST YOUR SUPPORT IN ORDER TO
DELIVER A MEANINGFUL CONSTRUCTION
PROJECT ALONG THIS CORRIDOR



Project Scope



The California Department of Transportation (Caltrans) proposes to convert several miles of a rural highway to a modern expressway in support of smart growth.

- Widen 4 mile segment of SR 41 from a two-lane rural highway to a controlled access four-lane facility
- Improve safety through reduction of unprotected left turns, new center median, improved sight distance, widened shoulders, refreshed striping and signing throughout, installation of Intelligent Transportation Systems (ITS) technologies, and modern pedestrian and cyclist infrastructure at intersections.
- Improve at grade intersection layouts to current Caltrans standards

Cost and Schedule

Environmental Approval	Complete
Right of Way	On-Track for Spring 2022
Construction	Spring 2023

Project Cost \$115,000,000	
Earmark \$89 M	Private \$0.3 0.5 M
	Local \$26 M

Long Term Outcomes



Improve Safety: Elimination of unprotected left turns, widening shoulders, addition of separated medians, and adding an undercrossing at Avenue 11 to eliminate at grade conflicts.



Support Smart Growth: Promote and support planned sustainable communities along the project corridor which relieve congestion by allowing people to live in proximity to employment centers.



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Resiliency Against Wildfires: Provide a reliable evacuation route for residents in eastern Madera County during large wild fire events. In the last four years, 7 wildfires greater than 5,000 acres required SR 41 to be used as an evacuation route.



Further the goals of the R.O.U.T.E.S. initiative by improving safety and bringing this rural highway up to a state of good repair.

Letters of Support
State Route 41 Expressway



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Transportation Commission Policy Board, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold

and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

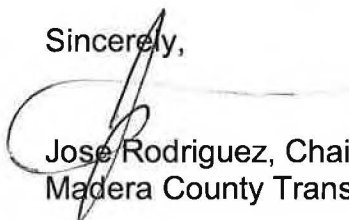
A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The Policy Board believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Policy Board appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Jose Rodriguez, Chair
Madera County Transportation Commission



March 24, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of City of Madera, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

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These three projects are vital to Madera County residents and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The City of Madera appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink that reads "Arnoldo Rodriguez". The signature is fluid and cursive, with the first name "Arnoldo" and last name "Rodriguez" clearly distinguishable.

Arnoldo Rodriguez, City Manager
City of Madera



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March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Board of Supervisors, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Madera County Board of Supervisors fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County



BOARD OF SUPERVISORS

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and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.


A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. The Madera County Board of Supervisors believe federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

Madera County appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Robert L. Poythress
Chairman - Madera County Board of Supervisors



March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa:

On behalf of The Madera County Economic Development Commission (MCEDC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

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"Madera County, The Perfect Location"



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These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. The projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

MCEDC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bobby Kahn", with a stylized flourish extending from the end.

Bobby Kahn, Executive Director
Madera County Economic Development Commission



March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of Community Action Partnership of Madera County, Inc. (CAPMC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

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Administration / Community Services (559) 673-9173 • Fax (559) 673-3223

Child Care Alternative Payment and Resource & Referral Program (559) 661-0779 • Fax (559) 661-0764

Head Start Child Development Services (559) 673-0012 • Fax (559) 661-8459

Fresno Migrant Head Start • 4610 W. Jacquelyn Ave • Fresno, CA 93722 • (559) 277-8641 • Fax (559) 277-2640

Victim Services Center • 812 W. Yosemite Avenue, Suite 101 • Madera, CA 93637 • (559) 661-1000 / (800) 355-8989 • Fax (559) 661-8389

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CAPMC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Mattie Mendez, Executive Director
Community Action Partnership of Madera County, Inc.

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kadee@ahpanet.com

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March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of American Honey Producers Association, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

State Route 99 Madera South – mobility, safety, gap closure project
State Route 41 Expressway – safety project
Madera Amtrak Relocation – multi-modal accessibility project

The American Honey Producers Association fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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The American Honey Producers Association appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

Chris Hiatt
Vice President,
American Honey Producers Association

Newspaper Articles
State Route 41 Expressway

WEATHER ALERT High Wind Warning

DEVELOPMENT

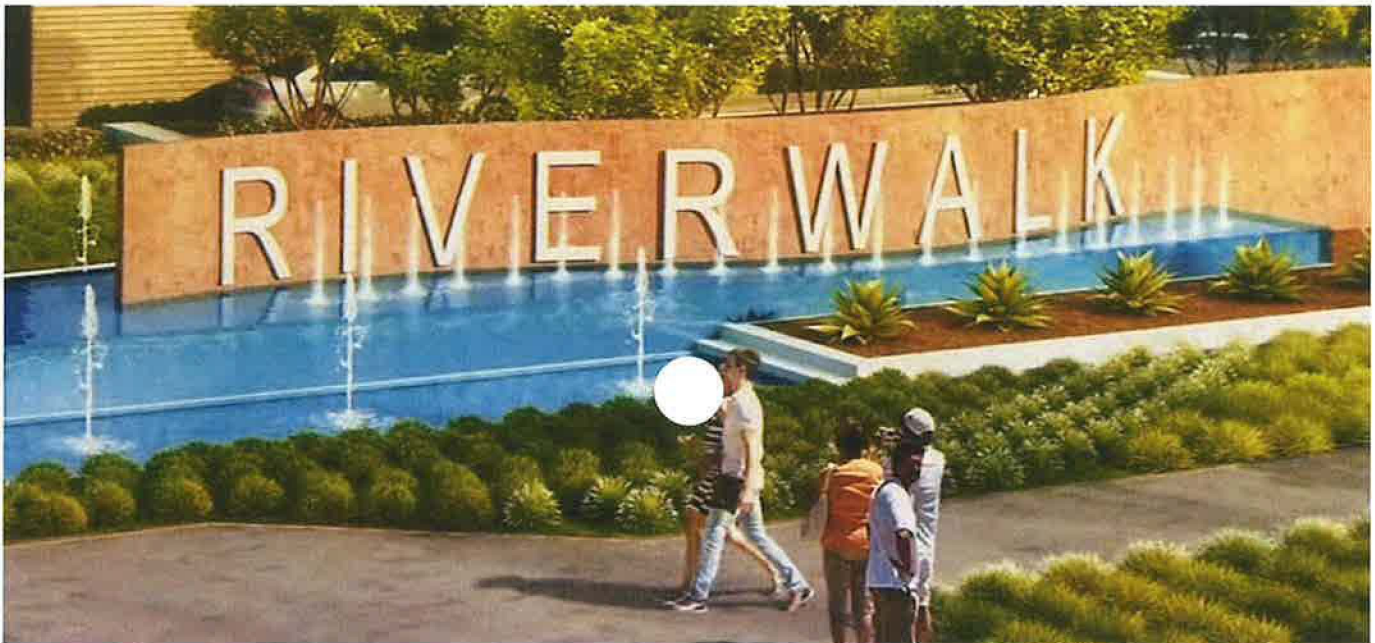
Madera County to get new commercial and residential development - Riverwalk

Thursday, October 17, 2019

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MORE VIDEOS

A developer in Madera County is creating Riverwalk, a place where people can shop, eat and even work next to a river that will flow through.

MADERA COUNTY, Calif. (KFSN) -- Hundreds are attending a groundbreaking ceremony for a new commercial and residential development in Madera County.

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00:08 / 00:12

SKIP AD

That same developer is creating Riverwalk right across the street - a place where people can shop, eat and even work next to a river that will flow through.

It may not look like much now.

But the dirt lot with parked bulldozers will soon transform into a commercial and residential development.

Riverstone has been years in the making.

Developer Timothy Jones says the 90 acre property, located just off Avenue 12 and Highway 41 in Madera County, will have 11,000 square foot buildings for retail shopping and a 40,000 square foot office building.

"If you think of Santana row, which is in San Jose, that's the image we're going to build and hopefully better," Jones says.

Renderings of the development were on display at the groundbreaking ceremony Thursday.

Local business owner Daniel Riley is already considering opening up a commercial brewery here.

He says the ea:

"We're right off business 41, there is good semi truck access, there is a good strong community here that'll be able to get our product and we have a good mix of everything."

And with this major project comes concerns for traffic.

Jones tells us expansion of the freeway is already in the works with contractors and they are set to get started soon.

"They should complete their fall of 2022 and they should start the four laning of 41 freeway to next down to 12 to 15. Traffic should not be a problem," he says.

Construction has already started.

By the end of next year, the first phase of this project is expected to be here.

Report a correction or typo

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Tired of being stuck in traffic on Highway 41 in Madera County? Relief is on the way

BY ROBERT RODRIGUEZ

OCTOBER 19, 2018 04:24 PM, UPDATED OCTOBER 21, 2018 12:54 PM



Three new home developments sprouting up in Madera County along Highway 41 will jam up the already heavy traffic. But a plan is underway to widen the highway and alleviate congestion. BY **CRAIG KOHLRUSS**



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03:20

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environmental impact report on a plan to widen 6.1 miles of the highway from just south of Avenue 11 to about a mile north of Avenue 15.

TOP ARTICLES



SKIP AD

As part of the Madera 41 South Expressway project, the new highway will be built in two phases. The first phase calls for the construction of four lanes, two lanes going south and two lanes going north. A portion of the highway will be built as an expressway, meaning there will be no exits.

The additional lanes will hopefully clear the bottleneck that occurs when northbound Highway 41 narrows to two lanes near Avenue 11 in Madera County.

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Caltrans data shows that daily traffic through the area was nearly 27,000 vehicles. That is expected to climb to 57,500 vehicles by 2037.

Chris Gardener, a project manager at Caltrans, said Madera County has several major new home developments that will substantially increase traffic in the coming years.

Gardener expects the environmental review that began in 2016 to be completed by late 2019 or early 2020 and construction to begin by 2021. If everything falls into place, the new highway will be ready by 2023 — and all of it will be funded by the builders of the new homes.

“We have to plan for what the future could hold and how much traffic will be generated from that growth,” Gardener said.

The newest home development to launch is Tesoro Viejo, a 5,200 home development north of Road 204 and east of Highway 41. The 1,600-acre development held a grand opening on Saturday. The sprawling project mimics small-town living complete with a town center, school and green space.

Today's top headlines

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Just south of Tesoro Viejo and west of Avenue 12 is another massive development called Riverstone. When fully built, it will add 6, 578 homes to the neighborhood, said developer Tim Jones. It has already sold about 250 homes.

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Although Jones is aware that traffic in the area will only get worse without improvements, he isn't thrilled that it's being put on the backs of the home builders.

"These roads were impacted long before any of the new home development came along," Jones said. "But as you know, snarled traffic is not good for anyone. And we will pay our fair share."

Madera County levies a road impact fee for every new home built. Currently, the fee is \$10,600 per home. Jones estimates that over time, he will contribute roughly \$70 million towards new road construction and improvements.

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an expressway, meaning there will be no access to the businesses along the highway. That will require Caltrans to buy the property where the businesses are located.

“That has become a sticking point, but there may not be any other way around it,” Gardener said.

The second phase of the plan is not expected to begin until the mid-2030s.

Robert Rodriguez: 559-441-6327, @FresnoBeeBob

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A drone photo taken Oct. 17 shows a barn scene, center left, marking the entrance to the Tesoro Viejo home development, upper left, opening in Madera County northeast of Madera Ranchos. The community is expected to add over 5,000 new homes to an area already booming with other nearby developments, increasing traffic along Highway 41.

Road widening planned to help alleviate traffic bottleneck on Highway 41

BY ROBERT RODRIGUEZ
rrodriguez@fresnobee.com

Highway 41 will undergo a major expansion through southeastern Madera County as traffic from new home developments, commuters and visitors to Yosemite National Park continues to clog this rural two-lane highway.

"Every year it seems like it traffic gets heavier and heavier," said Venetia Collier of North Fork. "It is getting to the point that something needs to be done."

That "something" is happening. Caltrans is in the process of completing an environmental impact report on a plan to widen 6.1 miles of the highway from just south of Avenue 11 to about a mile north of Avenue 15.

As part of the Madera 41 South Expressway project, the new highway will be built in two phases. The first phase calls for the construction of four lanes, two lanes going south and two lanes going north. A portion of the highway will be built as an expressway, meaning there will be no exits.

The additional lanes will hopefully clear the bottleneck



Graded areas of land mark what will be the Tesoro Viejo home development. The influx of new homes is a concern to existing residents because of increased traffic on Highway 41, where long stretches are currently only two lanes.



Take an aerial tour of Tesoro Viejo and the surrounding area.
www.fresnobee.com/local

that occurs when northbound Highway 41 narrows to two lanes near Avenue 11 in Madera County.

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new homes.

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Gardener estimates that the

SEE TRAFFIC, 2A

Tesoro Viejo cuts ribbon, welcomes first business

BY WILLIAM RAMIREZ
wramirez@serrastar.com

Casey and Lindsay Hawkins, owners of South Gate Brewing Company in Oakhurst, have transitioned from stouts and IPAs to mochas and lattes for their newest business venture.

Madera County's newest housing development, Tesoro Viejo, celebrated its grand opening Saturday morning and also opened its first business, Axis Coffee Bar and Eatery, owned by the Hawkinses. The business is adjacent to Tesoro Viejo's welcome center.

"It feels great. We feel very

SEE COFFEE, 2A



A line formed inside Axis Coffee Bar and Eatery on its first day of business.



CRAIG KOHLRUSS ckohlru@fresnobee.com

Native American site in the Sierra National Forest
County has charged a resident of Madera County with
archaeological resources.

Man indicted for Native American in Sierra Forest

around large piles
ed dirt, hand tools
large screen sifting

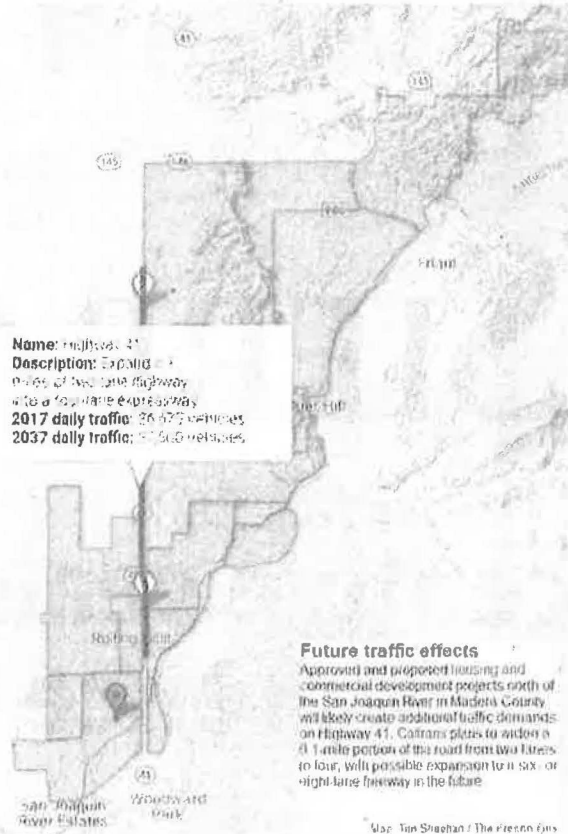
ording to a criminal
laint, archeologists
he site was inhab-
apparently by the
tribe, between 500
and 1900.

August 2015, the site
stabilized, rehabil-
l, and the artifacts
riated after consulta-
with the tribe. But the
lering didn't stop.
re looting took place
ptember 2015 and
st 2016, requiring a
id site rehabilitation
burial of the arti-

beads, among other
things.

Myers was arraigned
Friday and entered pleas
of not guilty. His next
hearing is Jan. 28. If con-
victed, Myers faces up to
two years in prison and a
\$100,000 fine.

"We are extremely
proud of the Forest Ser-
vice's role in helping to
reduce the theft and de-
struction of Native Amer-
ican remains and artifacts
from national forest lands
here in California," said
Randy Moore, Regional
Forester for the USDA
Forest Service Pacific
Southwest Region.



FROM PAGE 1A

TRAFFIC

total cost of the first phase
of the highway widening
project will be about \$95
million. The second phase
is more controversial and
involves the relocation of
26 businesses between
avenues 14 and 15.

As part of the second
phase, the entire 6.1 miles
of the new highway will
become an expressway,
meaning there will be no
access to the businesses
along the highway. That
will require Caltrans to
buy the property where
the businesses are located.

"That has become a
sticking point, but there
may not be any other way
around it," Gardener said.

The second phase of the
plan is not expected to
begin until the mid-2030s.

Robert Rodriguez:
559-441-6327,
@FresnoBeeBob



WILLIAM RAMIREZ wramirez@sierrastar.com

Representatives from the Madera County, Cal Fire and Tesoro Viejo Development
helped cut the ribbon for the of Madera County's newest housing development.

Madera Amtrak Relocation
Questionnaire is
submitted separately by
San Joaquin Joint Powers Authority
(SJJPA)

Madera Amtrak Relocation
Project Fact Sheet is
submitted separately by
San Joaquin Joint Powers Authority
(SJJPA)

Letters of Support
Madera Amtrak Relocation



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Transportation Commission Policy Board, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The Policy Board fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve goods movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this shovel ready project will stimulate job creation in an area faced with consistent high unemployment.

The State Route 41 (SR 41) Expressway project is located north of the Fresno-Madera County border in one of the fastest growing communities in Madera County and the San Joaquin Valley. In addition, SR 41 provides access to the communities of Coarsegold

and Oakhurst, leading into the Sierra Nevada Mountains, it is a key commute corridor between rural eastern Madera County and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

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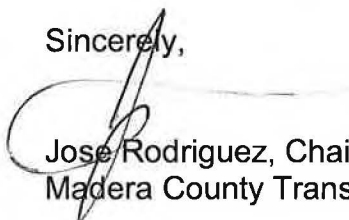
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The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include ZEV infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. These projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Policy Board appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Jose Rodriguez, Chair
Madera County Transportation Commission



March 24, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of City of Madera, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

The City of Madera fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

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The City of Madera appreciate the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink that reads "Arnoldo Rodriguez". The signature is fluid and cursive, with the first name being more prominent.

Arnoldo Rodriguez, City Manager
City of Madera



MEMBERS OF THE BOARD

BRETT FRAZIER, District No. 1
DAVID ROGERS, District No. 2
ROBERT L. POYTHRESS, District No. 3
LETICIA GONZALEZ, District No. 4
TOM WHEELER, District No. 5

March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of the Madera County Board of Supervisors, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

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- State Route 41 Expressway – safety project
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BOARD OF SUPERVISORS

200 West 4th Street • Madera, CA 93637 • 559.675.7700 • madco311.com • maderacounty.com

and employment centers in urban valley communities. SR 41 is the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

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Madera County appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Robert L. Poythress
Chairman - Madera County Board of Supervisors



March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa:

On behalf of The Madera County Economic Development Commission (MCEDC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
- Madera Amtrak Relocation – multi-modal accessibility project

MCEDC fully supports the Madera County Transportation Commission (MCTC) efforts to complete the California State Route 99 – Avenue 7 to Avenue 12 in Madera County – widen from 4-6 lanes project. Federal funding for this project will assist in enhancing a vital freight corridor through California. MCTC has also contributed \$841,000 in local transportation measure funds in partnership with state funds.

State Route 99 (SR 99) serves as the backbone of the Central Valley's agriculture economy. Identified in the California Freight Plan, this shovel-ready project would strengthen a high volume, major goods movement section of SR 99 between the Cities of Madera and Fresno and reduce the time it takes for perishable commodities to go from farm to markets throughout the United States and around the world. Renewed investment in this critical route will improve product movement and passenger travel along SR 99 by median widening from 4 to 6 lanes. The project will include the installation new zero-emission vehicle infrastructure to help Madera meet shared local and state goals of accommodating a growing zero-emissions fleet. It will also upgrade drainage, construct drainage basins, and median barrier. Furthermore, funding this project will stimulate job creation in an area faced with consistent high unemployment.

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The SR 41 Expressway project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. The project would create two northbound and southbound expressway lanes from Avenue 10 ½ to Avenue 15. This segment is currently one lane in each direction. This portion of SR 41 is frequently impacted by congestion related travel delay. These problems will be exacerbated as the area's households and employment centers, including two large regional medical facilities, continue to grow.

"Madera County, The Perfect Location"




A regional goal and key aspect of safe and efficient travel is being able to provide effective and accessible multi-modal travel options. The San Joaquin Joint Powers Authority (SJJPA) is working with the California State Transportation Agency to relocate the Madera Amtrak Station to a more accessible location. MCEDC believes federal funding for the Amtrak Relocation Project will be instrumental to increasing commuter rail ridership in the Madera Region. Doing so would help Madera and the state of California meet several shared goals aimed at making investments meant to improve mobility and protect the environment.

The relocated station would be co-located with a future California High-Speed Rail station to allow for direct transfers between the two systems. It is in the Madera Community College Specific plan in a location designated for future mixed uses and a multi-modal hub. The relocation site makes the most out of existing public transit investments by being in a location able to be served by City of Madera and Madera County fixed-route transit services. The station will include Zero Emission Vehicle infrastructure and charging stations. The location has more access from SR 99 via the newly constructed Avenue 12 interchange and can be more directly accessed by communities on the SR 41 corridor in growing southwest Madera County and the City of Fresno.

These three projects are vital to Madera County residents, and are important infrastructure projects that have been selected by the community to be part of the regions preferred Sustainable Communities Strategy. The projects are part of a long-range community vision intended to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

MCEDC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bobby Kahn", with a stylized flourish at the end.

Bobby Kahn, Executive Director
Madera County Economic Development Commission



March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of Community Action Partnership of Madera County, Inc. (CAPMC), I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

- State Route 99 Madera South – mobility, safety, gap closure project
- State Route 41 Expressway – safety project
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1225 Gill Avenue • Madera, CA 93637 • www.maderacap.org

Administration / Community Services (559) 673-9173 • Fax (559) 673-3223

Child Care Alternative Payment and Resource & Referral Program (559) 661-0779 • Fax (559) 661-0764

Head Start Child Development Services (559) 673-0012 • Fax (559) 661-8459

Fresno Migrant Head Start • 4610 W. Jacquelyn Ave • Fresno, CA 93722 • (559) 277-8641 • Fax (559) 277-2640

Victim Services Center • 812 W. Yosemite Avenue, Suite 101 • Madera, CA 93637 • (559) 661-1000 / (800) 355-8989 • Fax (559) 661-8389

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CAPMC appreciates the opportunity to support the Madera County Transportation Commission in their efforts to complete these important projects.

Sincerely,



Mattie Mendez, Executive Director
Community Action Partnership of Madera County, Inc.

PRESIDENT

Kelvin Adee
PO Box 368
Bruce, SD 57220
605-627-5621
kadee@ahpanet.com

VICE PRESIDENT

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36355 Kensington Dr.
Madera, CA 93636
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406-463-2227
mark@ahpanet.com



March 23, 2021

The Honorable Jim Costa
2081 Rayburn HOB
United States House of Representatives
Washington, DC 20515

RE: Community Project Funding Request – Madera County Infrastructure Projects

Dear Congressman Costa,

On behalf of American Honey Producers Association, I am writing to express strong support for the Madera County Transportation Commission's regionally significant projects currently under consideration for funding:

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State Route 41 Expressway – safety project
Madera Amtrak Relocation – multi-modal accessibility project

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Sincerely,

Chris Hiatt
Vice President,
American Honey Producers Association

Newspaper Articles
Madera Amtrak Relocation

HOME ▾



STOP AND MOVE

Home > 2019 > November > Madera Amtrak Station Will Relocate Again

Madera Amtrak Station will relocate again

On November 11, 2019 / By [jamesinclair](#)

Popula Recent Comm
r ents



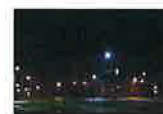
I have mentioned it in [passing](#), but [plans are underway \(PDF\)](#) to relocate the Madera Amtrak station within the next three years. The title of this post says “again” because the station was moved to its current location in 2010.

Why do they want to move it? Because it has the lowest ridership of any station along the San Joaquin line, and the San Joaquin Joint Powers Authority thinks the location is to blame. At least that’s the official reasoning. I propose my own theory at the end of this post.



Hyperloop proposal: Bad joke or attempt to sabotage California HSR project?

August 13, 2013



Clovis gets LED street lights

January 31, 2012

[HOME](#) ▾

Unfortunately for Madera, the rail line runs well to the east of the city. That is, it doesn't matter where the station is located, it will never serve downtown.

The Pre-2010 station

Before 2010, the Madera Station was located at Avenue 15 1/2 and 29th Road. And "station" is really over-selling it. There was a small platform, one bench, one payphone, and three trash cans. At some point, there was a bus shelter. Parking was an undefined gravel area. In fact, the entire access road was gravel. You can see a couple of photos of it on the [bottom of this webpage](#). The station was never seen by [Google Streetview](#), and today, there is no trace that anything was there.



Station seen in old Google satellite image

It made sense to find it a new location.

The current station

[KIM HILL](#)

[general plan?](#)

December 17, 2014



[Fresno](#)

[Fulton](#)

[Mall /](#)

[Street](#)

[September](#)

[2017](#)

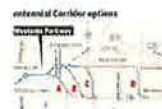
[Construction](#)

[Photo](#)

[Tour](#)

September

21, 2017



[Bakerfield:](#)

[Goodbye](#)

[neighborhooc](#)

[hello](#)

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December 5,

2012

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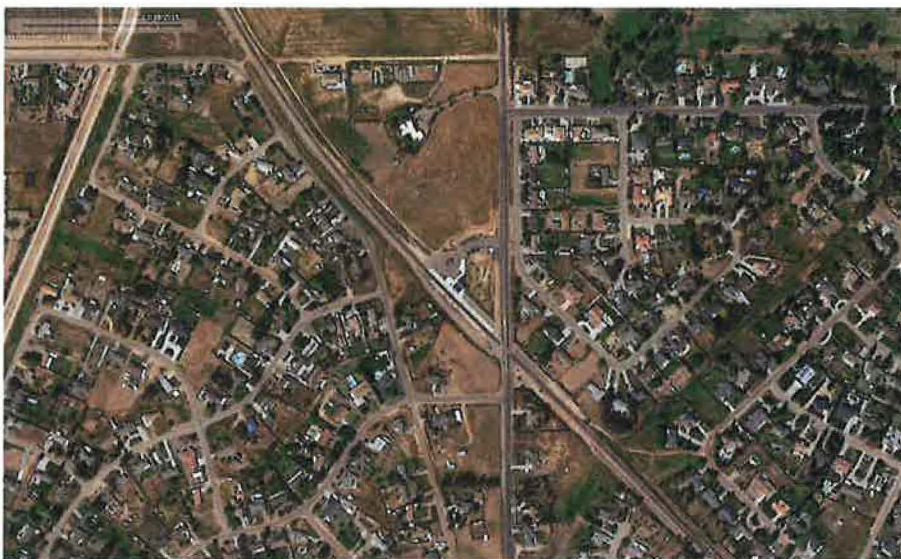
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The new station was in “[Madera Acres](#)” which is a census designated place with a population of 9,000.

The new station features some significant upgrades, such as a covered waiting area, restrooms, lights, and a paved parking area with 19 spots (since expanded to 32). They also added signs, and it’s located directly off a real road, so people can actually find it. The first half of [this webpage](#) has photos, although [Google Streetview](#) shows the restrooms were added some time after 2012.



New station with circular parking lot seen in the middle of this image.

As you can see on satellite, the location is theoretically walkable to a residential area. Unfortunately, a lack of sidewalks and fencing means that’s not really the case.

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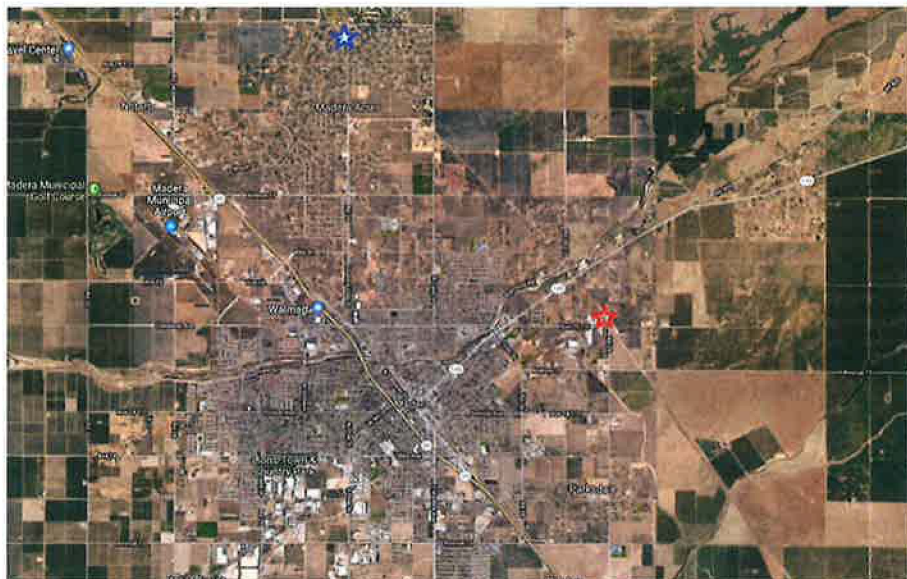
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Not a walk or bike friendly station

Why hasn't this station been a raging success? While it's certainly closer to SOME homes, it is actually further from downtown Madera than the original station.



Original station is the red star east of Madera, the current station is the blue star north of Madera.

The future station

As part of the planning process, they looked at two locations. The first was Avenue 15, which is .625 miles southeast of the original station. Aka, all the same reasons the original station wasn't great.

That means they've decided on Avenue 12 as the future location.

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Red star indicates chosen location.























No really, it's really far from Madera.



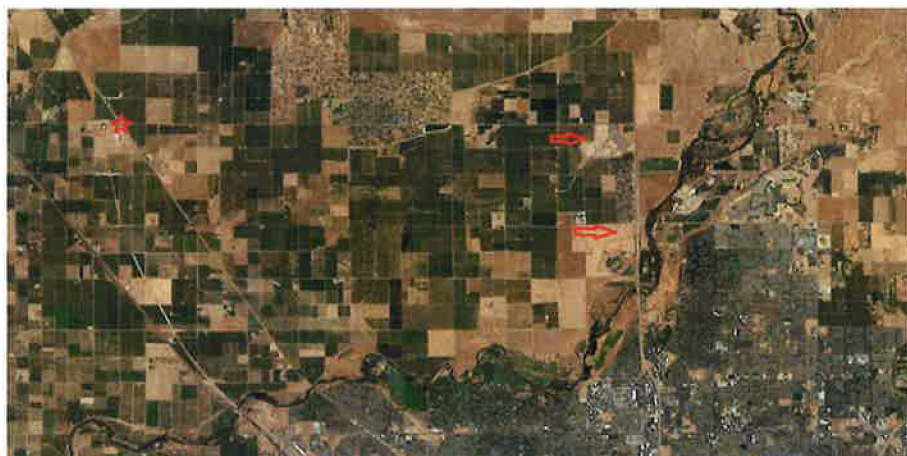
Future station is the red star, Madera is to the northwest.

What's the logic?

According to their planning documents, the new Madera station essentially gives up on Madera. Instead, they're looking at Avenue 12 being upgraded to a east-west highway connecting 99 and the massive sprawl popping up north of Fresno. I wrote about those major developments

-  May 2020
-  April 2020
-  March 2020
-  February 2020
-  January 2020
-  December 2019
-  November 2019
-  October 2019
-  August 2019
-  April 2019
-  February 2019
-  January 2019
-  August 2018
-  July 2018
-  April 2018
-  March 2018
-  February 2018
-  January 2018
-  November 2017
-  October 2017
-  September 2017 

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Future station is the red star. The arrows point to the upcoming sprawl.

The SJJPA is banking on all the people who are choosing to live in exurban sprawl wanting to take Amtrak. They are also targeting people who live in Clovis and North Fresno who don't want to go downtown.

This is a pretty stupid strategy in my opinion.

What about high speed rail?

As delayed as it may be, high speed rail continues under construction. In the *very* long term, when HSR between LA and San Francisco is done, the San Joaquin line is expected to continue to provide service to Sacramento in some capacity. It's also possible the service could continue forever, serving places like Hanford that will be bypassed by HSR.

In the shorter term, it is likely that the first part of the HSR line will open with San Joaquin trains providing express service from Bakersfield to Fresno, and then moving onto the regular tracks to continue north.

- April 2017
- March 2017
- February 2017
- January 2017
- December 2016
- November 2016
- October 2016
- September 2016
- August 2016
- July 2016
- June 2016
- May 2016
- April 2016
- March 2016
- February 2016
- January 2016
- December 2015
- November 2015
- October 2015
- September 2015
- August 2015



HOME



HSR will pass right next to the current Madera station. As you can see from this satellite image, a bunch of homes have already been bulldozed as part of that process.



All the dirt west of the station used to be homes.

So connectivity isn't an issue at the current location. And yet the plans talk about how great the transfer options between the two services will be at Avenue 12. However, the drawings reveal the real intention.

The point here isn't to allow seamless transfers between HSR and San Joaquin service, which could be done at the current site. In fact, transfer would require a fairly long walk across a hot parking lot. Instead it appears that the new location is a way to slip in an extra and unneeded HSR station in Madera.

- May 2015
- April 2015
- March 2015
- February 2015
- January 2015
- December 2014
- November 2014
- October 2014
- September 2014
- August 2014
- July 2014
- June 2014
- May 2014
- April 2014
- March 2014
- February 2014
- January 2014
- December 2013
- November 2013
- October 2013
- September 2013



Proposed San Joaquin platform in red. Proposed HSR platform in blue.

A San Joaquin station does not need so much parking, or that large bus transfer station (what buses!?).

A high speed rail station? Sure.

And that's the only reason I can think of why Madera County wants this to happen. They don't want to drop \$26 million to potentially added a few hundred Amtrak riders a month. They want to trojan horse their way onto the HSR system. After all, how can HSR say no to stopping there when this great big station exists with all this parking?

Expect the new station to begin construction around 2021.

Categories : [Amtrak](#) / [High Speed Rail](#) Tags : [avenue 12](#) / [Clovis](#) / [HSR](#) / [madera](#) / [san joaquins](#) / [sprawl](#)

« [Sears Closing: What Does It Mean For Manchester Center?](#)

[Fresno Saturday Night Bus Service Has Launched](#) »

7 Replies to “Madera Amtrak Station will relocate again”

- June 2013
- May 2013
- April 2013
- March 2013
- February 2013
- January 2013
- December 2012
- November 2012
- October 2012
- September 2012
- August 2012
- July 2012
- June 2012
- May 2012
- April 2012
- March 2012
- February 2012
- January 2012
- December 2011
- November 2011
- October 2011



Train passengers wait to board an Amtrak San Joaquin train at downtown Fresno's Amtrak station in this December 2016 file photo. A \$500.5 million grant from the state will add two additional daily trains directly to Sacramento starting in about 2020, as well as a new Amtrak passenger station in Madera at a site yet to be determined. SILVIA FLORES *FRESNO BEE* FILE PHOTO

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One of the projects planned is a new Amtrak station to serve Madera. The existing Amtrak stop in Madera is little more than a shelter with restrooms and an automated ticket kiosk and a parking lot along the BNSF Railway freight line at the northern fringes of the city.

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"We've been working with folks in Madera for quite some time about relocating that station," said David Lipari, marketing director for the San Joaquin Joint Powers Authority, which oversees the San Joaquin train service. "It's off the beaten path and it doesn't serve any of the development plans for Madera County."

Lipari said no location has been selected for the station, but considerations include having a site that is more convenient to either downtown or the State Center Community College District's Madera Center southeast of the city. The rail agency is also coordinating its efforts with the California High-Speed Rail Authority in expectation that it will serve as a transfer point for passengers between the high-speed trains and Amtrak service.

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Another component is the addition of two round trips on the Amtrak San Joaquin line directly to and from Sacramento. Amtrak currently runs 14 trains daily through the Valley – seven northbound and seven southbound. Of those, however, only two northbound trains and two southbound trains connect directly at Sacramento. The dozen other trains go to and from Oakland and require an Amtrak Thruway bus ride between Stockton and Sacramento.

"We really think two daily trains to the Sacramento market isn't sufficient for a market like Sacramento," Lipari said, adding that Amtrak's new Morning Express train service – which begins May 7 – can get passengers from Fresno to the state capital before 8 a.m., but still provides only two daily trains directly to Sacramento from the Valley.

The additional Sacramento trains are anticipated to commence service in about 2020, Lipari said.

Tim Sheehan: [559-441-6319](tel:559-441-6319); Twitter: [@TimSheehanNews](https://twitter.com/TimSheehanNews).

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