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February 19, 2009

Mr. Muhaned Aljabiry  
California Department of Transportation  
Division of Transportation Programming, MS82  
P.O. Box 942874  
Sacramento, CA 64274-0001

Attention: Penny Gray

**Subject: Submittal of the Madera County Amendment #4 and Amendment #5 to the 2009 Interim FTIP and Corresponding Conformity Analysis**

Dear Mr. Aljabiry:

Enclosed for your review and approval is the Amendment #4 (Type 2) and Amendment #5 (Type 3) to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP). Amendment #4 to the 2009 Interim FTIP adds the Proposed American Recovery and Reinvestment Act of 2009 revenue as a fund source. The California State Department of Transportation, on behalf of the Federal Highway Administration, has requested MCTC process a "revenue-only" amendment to include the following "American Recovery and Reinvestment" proposed funding. Please note that these amounts may be adjusted to meet the final appropriation established by the American Recovery and Reinvestment Act of 2009.

The funding is being programmed in the Financial Plan of the 2009 Interim FTIP for MCTC under Economic Recovery (ECREC) as directed by Caltrans Programming. Amendment No. 4 programs ECREC as a new funding source only. There are no projects associated to this revenue source at this time; therefore, no further conformity determination is required. This amendment does not interfere with the timely implementation of any approved TCMs.

Amendment #5 programs a Lump Sum Local Road Rehabilitation project; and a FTA Section 5311 – Alternative Transit Amenities project using local Measure T funds in preparation of the Proposed American Recovery and Reinvestment Act of 2009. An administrative amendment will be used to adjust funding sources to utilize the Madera County apportionment of ECREC funds. Amendment #5 also adds two years of FTA Section 5316 and 5317 – for the MAX Express Service project.

Amendment #4 and Amendment #5 meet all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. These projects and/or project phases are consistent with the 2007 Regional Transportation Plan (RTP), which was adopted by the Madera County Transportation Commission on May 23, 2007 and approved by FHWA/FTA on June 29, 2007.

A 7-day public review and interagency consultation period was completed on February 18, 2009. A public hearing was held at our regularly scheduled Board meeting on February 18, 2009. The final document has been updated to address public comments received. The public participation process for Amendment #4 and Amendment #5 to the 2009 Interim FTIP is consistent with MCTC board adopted public participation plan. On February 18, 2009, the MCTC Board of Directors approved Amendment #4 and Amendment #5 to the 2009 Interim FTIP. State and federal approval is required.

Included with this letter are two hard copies of Amendment #4 and Amendment #5 to the 2009 Interim FTIP and Corresponding Conformity Analysis. An electronic copy of the four year financial plan will be sent via email. The Amendment #4 and Amendment #5 to the 2009 Interim FTIP is available online on the MCTC website at <http://www.maderactc.org>.

If you have any questions regarding this document, please contact Derek Winning at 559-675-0721.

Sincerely,



Patricia Taylor, Executive Director  
Madera County Transportation Commission

cc:

Sue Kiser, Federal Highway Administration  
Ted Matley, Federal Transit Administration  
Lisa Hanf, Environmental Protection Agency

Ms. Sharri Bender-Ehlert, Caltrans District 6  
Mr. Steve Curti, Caltrans District 6  
Mr. Jim Perrault, Caltrans DLAE

Executive Directors, Valley MPOs  
Cari Anderson, CAC

**MADERA COUNTY  
2009 INTERIM FEDERAL TRANSPORTATION  
IMPROVEMENT PROGRAM (FTIP)  
AMENDMENT No. 4**

**ATTACHMENT 1**

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**  
**MPO: MCTC**  
**AMENDMENT #: 4**

REVENUE SOURCES		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>LOCAL</b>	Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	- Transit Fares	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Locally Committed funds)	\$8,496	\$8,496	\$1,741	\$1,741	\$1,449	\$1,449	\$5,475	\$5,475	\$17,161
<b>Local Total</b>		\$8,496	\$8,496	\$1,741	\$1,741	\$1,449	\$1,449	\$5,475	\$5,475	\$17,161
<b>REGIONAL</b>	Regional Sales Tax	\$4,766	\$4,766	\$4,677	\$4,677	\$0	\$0	\$2,480	\$2,480	\$11,923
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Regional Total</b>	\$4,766	\$4,766	\$4,677	\$4,677	\$0	\$0	\$2,480	\$2,480	\$11,923
<b>STATE</b>	State Highway Operations and Protection Program (SHOPP)	\$6,142	\$6,142	\$24,098	\$24,098	\$0	\$0	\$34,277	\$34,277	\$64,517
	SHOPP (Including Augmentation)	\$6,142	\$6,142	\$24,098	\$24,098	\$0	\$0	\$34,277	\$34,277	\$64,517
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$8,684	\$8,684	\$5,039	\$5,039	\$200	\$200	\$2,223	\$2,223	\$16,146
	STIP (Including Augmentation)	\$8,684	\$8,684	\$5,039	\$5,039	\$200	\$200	\$2,223	\$2,223	\$16,146
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1B <sup>4</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$48,400	\$48,400	\$48,400
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>State Total</b>		\$14,826	\$14,826	\$29,137	\$29,137	\$200	\$200	\$84,900	\$84,900	\$122,023
<b>FEDERAL TRANSIT</b>	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Intercity Burs (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$33	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$33
	New Freedom (SAFETEA-LU)	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$2
	Nonurbanized Area Formula Program (5311)	\$276	\$276	\$292	\$292	\$301	\$301	\$310	\$310	\$1,179
	Urbanized Area Formula Program (5307)	\$1,213	\$1,213	\$1,942	\$1,942	\$1,135	\$1,135	\$848	\$848	\$5,138
	Economic Recovery (ECREC)	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal Transit Total</b>		\$1,524	\$3,024	\$2,234	\$2,234	\$1,436	\$1,436	\$1,158	\$1,158	\$7,052
<b>FEDERAL HIGHWAY</b>	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	\$1,468	\$1,468	\$1,494	\$1,494	\$1,521	\$1,521	\$1,549	\$1,549	\$6,032
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$420	\$420	\$0	\$0	\$0	\$0	\$0	\$0	\$420
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$709	\$709	\$0	\$0	\$291	\$291	\$0	\$0	\$1,000
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Economic Recovery (ECREC)	\$0	\$22,000	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000
	Other (Emergency Relief Program)	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
	<b>Subtotal</b>	\$2,647	\$24,647	\$1,494	\$1,494	\$1,812	\$1,812	\$1,549	\$1,549	\$29,032
	Federal Highway Discretionary Programs									
	High Priority Projects (HPP)	\$530	\$530	\$0	\$0	\$0	\$0	\$0	\$0	\$530
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	\$530	\$530	\$0	\$0	\$0	\$0	\$0	\$0	\$530	
<b>Federal Highway Total</b>		\$3,177	\$25,177	\$1,494	\$1,494	\$1,812	\$1,812	\$1,549	\$1,549	\$33,032
<b>FEDERAL TOTAL<sup>3</sup></b>		\$4,701	\$28,201	\$3,728	\$3,728	\$3,248	\$3,248	\$2,707	\$2,707	\$37,884
<b>REVENUE TOTAL</b>		\$32,789	\$56,289	\$39,283	\$39,283	\$4,897	\$4,897	\$95,562	\$95,562	\$196,051

**NOTES:**

- <sup>1</sup>Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- <sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.
- <sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- <sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: MCTC

AMENDMENT # : 4

PROGRAMMED		(Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Local Total	\$8,496	\$8,496	\$1,741	\$1,741	\$1,448	\$1,448	\$2,475	\$2,475	\$17,101	
REGIONAL	Regional Sales Tax	\$4,766	\$4,766	\$4,677	\$4,677	\$0	\$0	\$2,480	\$2,480	\$11,923	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Total	\$4,766	\$4,766	\$4,677	\$4,677	\$0	\$0	\$2,480	\$2,480	\$11,923	
STATE	State Highway Operations and Protection Program (SHOPP)	\$6,142	\$6,142	\$24,098	\$24,098	\$0	\$0	\$34,277	\$34,277	\$64,517	
	SHOPP (Including Augmentation)	\$6,142	\$6,142	\$24,098	\$24,098	\$0	\$0	\$34,277	\$34,277	\$64,517	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$8,684	\$8,684	\$5,039	\$5,039	\$200	\$200	\$2,223	\$2,223	\$16,146	
	STIP (Including Augmentation)	\$8,684	\$8,684	\$5,039	\$5,039	\$200	\$200	\$2,223	\$2,223	\$16,146	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1 B <sup>4</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$48,400	\$48,400	\$48,400	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Total	\$14,826	\$14,826	\$29,137	\$29,137	\$200	\$200	\$36,500	\$36,500	\$120,063	
FEDERAL TRANSIT	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Intercity Bus (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Job Access and Reverse Commute Program (5316)	\$33	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$33	
	New Freedom (SAFETEA-LU)	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$2	
	Nonurbanized Area Formula Program (5311)	\$276	\$276	\$292	\$292	\$301	\$301	\$310	\$310	\$1,179	
	Urbanized Area Formula Program (5307)	\$1,213	\$1,213	\$1,942	\$1,942	\$1,135	\$1,135	\$848	\$848	\$5,138	
	Economic Recovery (ECREC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Federal Transit Total	\$1,524	\$1,524	\$2,234	\$2,234	\$1,436	\$1,436	\$1,158	\$1,158	\$5,302
		Federal Highway Non-Discretionary									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$1,473	\$1,473	\$1,510	\$1,510	\$1,508	\$1,508	\$1,472	\$1,472	\$5,963	
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Safety Improvement Program (HSIP)	\$420	\$420	\$0	\$0	\$0	\$0	\$0	\$0	\$420	
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$709	\$709	\$0	\$0	\$291	\$291	\$0	\$0	\$1,000	
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Economic Recovery (ECREC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Emergency Relief Program)	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50	
		Subtotal	\$2,652	\$2,652	\$1,510	\$1,510	\$1,799	\$1,799	\$1,472	\$1,472	\$7,433
		Federal Highway Discretionary Programs									
	High Priority Projects (HPP)	\$530	\$530	\$0	\$0	\$0	\$0	\$0	\$0	\$530	
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	Subtotal	\$530	\$530	\$0	\$0	\$0	\$0	\$0	\$0	\$530	
	Federal Highway Total	\$3,182	\$3,182	\$1,510	\$1,510	\$1,799	\$1,799	\$1,472	\$1,472	\$7,963	
	FEDERAL TOTAL <sup>2</sup>	\$4,706	\$4,706	\$3,744	\$3,744	\$3,235	\$3,235	\$2,630	\$2,630	\$14,115	
PROGRAMMED TOTAL		\$32,794	\$32,794	\$38,298	\$38,299	\$4,884	\$4,884	\$95,485	\$95,485	\$172,482	

NOTES:

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

<sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.

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

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

**State of California**  
**2008/09-2011/12 Federal Transportation Improvement Program**

**MPO: MCTC**  
**AMENDMENT #: 4**

REVENUE Vs. PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>LOCAL</b>	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>REGIONAL</b>	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Regional Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>STATE</b>	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1B <sup>4</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>FEDERAL TRANSIT</b>	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Economic Recovery (ECREC)	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Federal Transit Total</b>	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
<b>FEDERAL HIGHWAY</b>	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	(\$5)	(\$5)	(\$16)	(\$16)	\$13	\$13	\$77	\$77	\$69
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Economic Recovery (ECREC)	\$0	\$22,000	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>		\$21,995			\$13	\$13	\$77	\$77	\$22,069
	Federal Highway Discretionary Programs									
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Federal Highway Total</b>		\$21,995			\$13	\$13	\$77	\$77	\$22,069
	<b>FEDERAL TOTAL<sup>2</sup></b>	(\$5)	\$23,495	(\$16)	(\$16)	\$13	\$13	\$77	\$77	\$23,569

**NOTES:**

- <sup>1</sup>Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- <sup>2</sup>Federal Total: Is the sum of federal highway and federal transit programs.
- <sup>3</sup>Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- <sup>4</sup>Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

**ATTACHMENT 2**



1  
2 BEFORE  
3 THE COMMISSIONERS OF THE MADERA COUNTY TRANSPORTATION COMMISSION  
4 COUNTY OF MADERA, STATE OF CALIFORNIA  
5  
6

7 In the matter of ) Resolution No. 08-11  
8 **The 2009 INTERIM FEDERAL** ) **Amendment No. 4**  
9 **TRANSPORTATION** ) **Formal Amendment**  
10 **IMPROVEMENT PROGRAM** ) **Type 2**  
11 \_\_\_\_\_ )  
12 )  
13 )

14 **WHEREAS**, the Madera County Transportation Commission (MCTC) is a Regional  
15 Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal  
16 designation; and  
17

18 **WHEREAS**, federal planning regulations require Metropolitan Planning Organizations to  
19 prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and  
20

21 **WHEREAS**, federal planning regulations require that Metropolitan Planning Organizations  
22 prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and  
23

24 **WHEREAS**, Amendment #4 to the 2009 Interim Federal Transportation Improvement Program  
25 (Interim FTIP) has been prepared to comply with Federal and State requirements for local projects and through a  
26 cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration  
27 (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local  
28 governments and their staffs, and public owner operators of mass transportation services acting through the MCTC  
29 forum and general public involvement; and  
30

31 **WHEREAS**, Amendment #4 to the Interim FTIP program listing is consistent with: 1) the 2007  
32 Regional Transportation Plan; 2) the 2008 State Transportation Improvement Program; and 3) the Corresponding  
33 Conformity Analysis; and  
34

35 **WHEREAS**, Amendment #4 to the 2009 Interim FTIP contains the MPO's certification of the  
36 transportation planning process assuring that all federal requirements have been fulfilled; and  
37

38 **WHEREAS**, Amendment #4 to the 2009 Interim FTIP meets all applicable transportation  
39 planning requirements per 23 CFR Part 450.  
40

41 **WHEREAS**, no new projects or projects changes are being submitted in Amendment #4 to  
42 the 2009 Interim FTIP; and  
43

44 **WHEREAS**, projects submitted in Amendment #4 to the 2009 Interim FTIP must be financially  
45 constrained and the financial plan affirms that funding is available; and  
46

47 **WHEREAS**, Amendment #4 to the 2009 Interim FTIP is consistent with the adopted  
48 Conformity Analysis for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program and  
49 the 2007 Regional Transportation Plan; and  
50

51 **WHEREAS**, Amendment #4 to the 2009 Interim FTIP does not interfere with the timely  
52 implementation of the Transportation Control Measures; and  
53

54 **WHEREAS**, Amendment #4 to the Interim FTIP conforms to the applicable SIPs; and  
55

1                   **WHEREAS**, the documents have been widely circulated and reviewed by MCTC advisory  
2 committees representing the technical and management staffs of the member agencies; representatives of other  
3 governmental agencies, including State and Federal; representatives of special interest groups; representatives of  
4 the private business sector; and residents of Madera County consistent with public participation process adopted  
5 by MCTC; and  
6

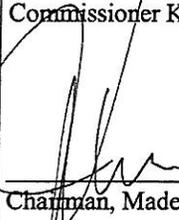
7                   **WHEREAS**, a public hearing was conducted on February 18, 2009 to hear and consider  
8 comments on Amendment #4 to the 2009 Interim FTIP; and  
9

10                   **NOW, THEREFORE, BE IT RESOLVED**, that MCTC adopts Amendment #4 to the 2009  
11 Interim FTIP.  
12

13                   **BE IT FURTHER RESOLVED**, that the MCTC finds that the 2007 Regional Transportation  
14 Plan and Amendment #4 to the 2009 Interim FTIP are in conformity with the requirements of the Federal Clean  
15 Air Act Amendments and applicable State Implementation Plan for air quality.  
16

17 The foregoing resolution was adopted by the MCTC Policy Board this 18 day of FEBRUARY, 2009 by the  
18 following vote:  
19

20		
21	Commissioner Poythress voted:	<u>Yes</u>
22	Commissioner Wheeler voted:	<u>Absent</u>
23	Commissioner Armentrout voted:	<u>Yes</u>
24	Commissioner Moss voted:	<u>Yes</u>
25	Commissioner Rodriquez voted:	<u>Absent</u>
26	Commissioner Kopshever voted:	<u>Yes</u>

27  
28  
29  
30  
31   
32 \_\_\_\_\_  
33 Chairman, Madera County Transportation Commission

34  
35   
36 \_\_\_\_\_  
Executive Director, Madera County Transportation Commission