

District 5 Town Hall

November 9, 2023



- **State Route 41 Improvements (County)**
- **Road Impact Fee Program**
- **Oakhurst Area Mobility Study**



State Route 41 Improvements (County)



Madera 41 South Expressway

- Expand SR 41 to 4-lanes from Avenue 10-1/2 to north of Avenue 15
- 65% design complete
- Preliminary estimated project cost: \$98.7M
- Funding Sources:
 - \$25M- Federal Multimodal Project Discretionary Grant (MPDG)- Rural Surface Transportation Grant
 - \$1.95M- Congressional Directed Funding (Congressman Costa)
 - \$72M- Road Impact Fee Program
- Target construction start*: June 2025



*barring any unforeseen delays through design, right of way, and permitting phases

[Video]



SR 41 Southbound Lane (SR 145 to Ave 15)

- **Construct additional southbound lane on SR 41 from SR 145 to Avenue 15**
- **Condition of Approval for the Austin Quarry project**
- **Fully funded (all phases) by Austin Quarry (Vulcan Materials)**
- **County is working on entering into Cooperative Agreement with Caltrans District 6 for Project Initiation Document (PID) phase**



SR 41 Southbound Lane (SR 145 to Road 209)

- **Construct additional southbound lane on SR 41 from SR 145 to Road 209**
- **Condition of Approval for the Madera Quarry project**
- **Construction Phase funded by Madera Quarry**
- **County is working on entering into Cooperative Agreement with Caltrans District 6 for Project Initiation Document (PID) phase**


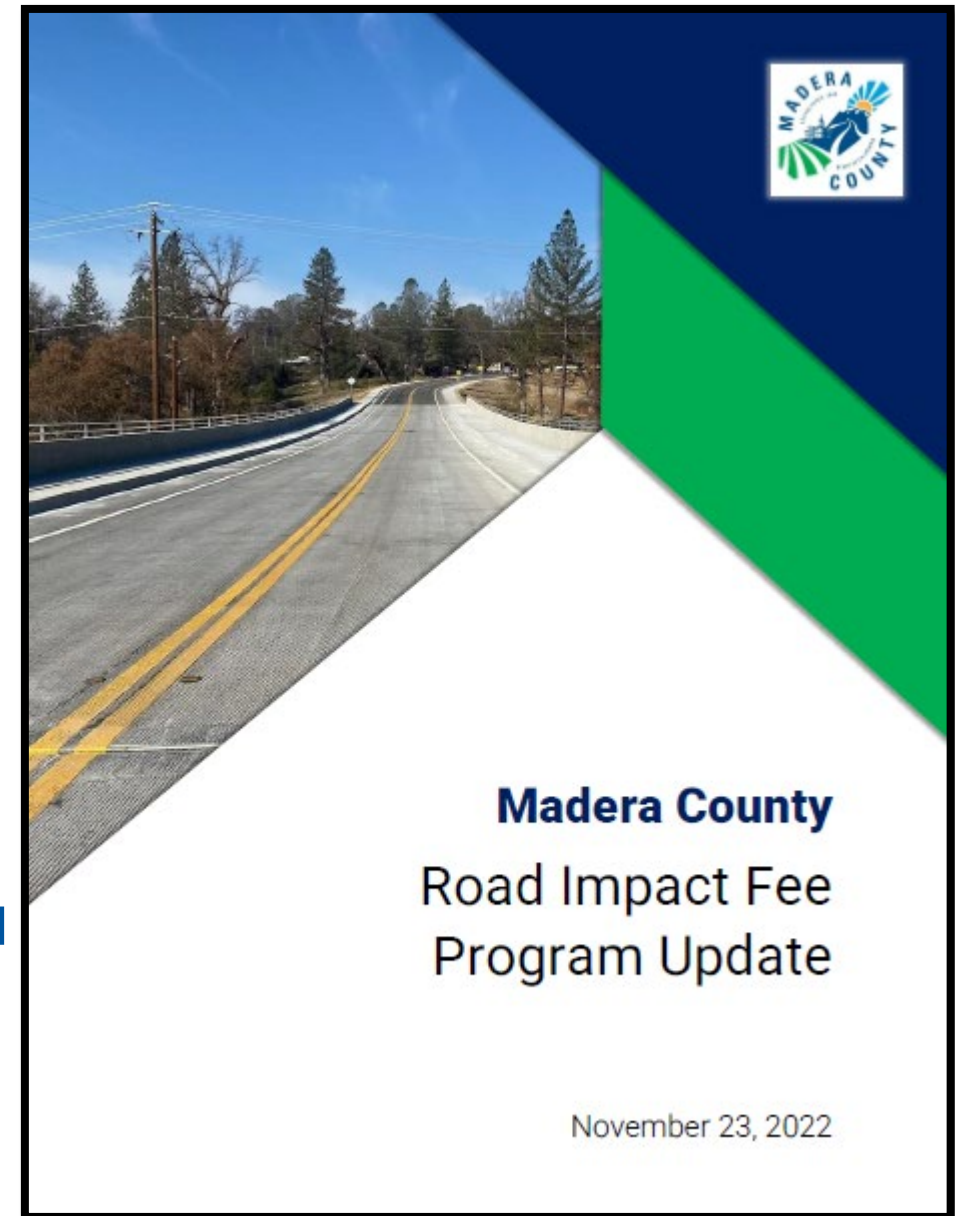


Road Impact Fee Program



Road Impact Fee Program

- Fee Program update adopted by Board of Supervisors in December 2022
- Project list of regionally significant routes (County and state routes)
- Collected Countywide in 3 fee areas:
 - Valley
 - Southeast Madera County Growth Area
 - Foothill/Mountain
- Fee in each area is based on new development type and calculated impacts to the regional routes identified on the project list



Madera County
Road Impact Fee
Program Update

November 23, 2022

Road Impact Fees- 3 year Phased Enactment Schedule

Calculation of Fees by Land Use - All Projects (SR 41 & Other Projects) - 11/23/22

Land Use	Fee Per Land Use			2023*			2024*			2025*		
				50% Fee (effective 60 days after fee adoption)			75% Fee (effective January 1, 2024)			100% Fee (effective January 1, 2025)		
	Valley	SE Madera County Growth Area	Foothill / Mountain	Valley	SE Madera County Growth Area	Foothill / Mountain	Valley	SE Madera County Growth Area	Foothill / Mountain	Valley	SE Madera County Growth Area	Foothill / Mountain
RESIDENTIAL												
Single Family Detached - per unit	\$13,721	\$24,179	\$19,096	\$6,860	\$12,089	\$9,548	\$10,290	\$18,134	\$14,322	\$13,721	\$24,179	\$19,096
Multi-Family - per unit	\$9,807	\$17,281	\$13,649	\$4,903	\$8,641	\$6,824	\$7,355	\$12,961	\$10,236	\$9,807	\$17,281	\$13,649
Mobile Home Park - per unit	\$10,360	\$18,256	\$14,418	\$5,180	\$9,128	\$7,209	\$7,770	\$13,692	\$10,814	\$10,360	\$18,256	\$14,418
Assisted Living - per unit	\$3,783	\$6,666	\$5,265	\$1,892	\$3,333	\$2,633	\$2,837	\$5,000	\$3,949	\$3,783	\$6,666	\$5,265
INDUSTRIAL												
Gen. Light Industrial / Industrial Park	\$2,021	\$3,687	\$2,814	\$1,010	\$1,844	\$1,407	\$1,515	\$2,766	\$2,110	\$2,021	\$3,687	\$2,814
Gen. Heavy Industrial	\$1,971	\$3,597	\$2,744	\$985	\$1,798	\$1,372	\$1,478	\$2,697	\$2,058	\$1,971	\$3,597	\$2,744
Business Park	\$5,162	\$9,419	\$7,187	\$2,581	\$4,710	\$3,594	\$3,871	\$7,064	\$5,391	\$5,162	\$9,419	\$7,187
Mini-Warehouse	\$602	\$1,098	\$838	\$301	\$549	\$419	\$451	\$823	\$628	\$602	\$1,098	\$838
RETAIL / COMMERCIAL												
Retail Shopping	\$12,519	\$22,844	\$17,432	\$6,259	\$11,422	\$8,716	\$9,389	\$17,133	\$13,074	\$12,519	\$22,844	\$17,432
New and Used Car Sales	\$9,153	\$16,703	\$12,745	\$4,577	\$8,351	\$6,373	\$6,865	\$12,527	\$9,559	\$9,153	\$16,703	\$12,745
Service Station	\$16,740	\$30,547	\$23,309	\$8,370	\$15,274	\$11,655	\$12,555	\$22,910	\$17,482	\$16,740	\$30,547	\$23,309
Convenience Retail	\$12,519	\$22,844	\$17,432	\$6,259	\$11,422	\$8,716	\$9,389	\$17,133	\$13,074	\$12,519	\$22,844	\$17,432
OFFICE												
Office / Conference Center	\$4,253	\$7,762	\$5,923	\$2,127	\$3,881	\$2,961	\$3,190	\$5,821	\$4,442	\$4,253	\$7,762	\$5,923
MEDICAL												
Medical Offices	\$12,177	\$22,221	\$16,956	\$6,089	\$11,111	\$8,478	\$9,133	\$16,666	\$12,717	\$12,177	\$22,221	\$16,956
Hospitals	\$7,751	\$14,144	\$10,793	\$3,876	\$7,072	\$5,397	\$5,813	\$10,608	\$8,095	\$7,751	\$14,144	\$10,793
Nursing Homes	\$1,021	\$1,864	\$1,422	\$511	\$932	\$711	\$766	\$1,398	\$1,067	\$1,021	\$1,864	\$1,422
INSTITUTIONAL												
Religious Institution	\$3,428	\$6,255	\$4,773	\$1,714	\$3,127	\$2,386	\$2,571	\$4,691	\$3,580	\$3,428	\$6,255	\$4,773
LODGING												
Hotel/Motel/Guest House	\$2,558	\$4,669	\$3,563	\$1,279	\$2,334	\$1,781	\$1,919	\$3,502	\$2,672	\$2,558	\$4,669	\$3,563

*Fee adjustments will occur based on calendar year, not fiscal year



Road Impact Fee Program (cont.)

- Fee adjustments are being phased in over 3-year period

50% in 2023 • 75% in 2024 • 100% in 2025

- Fee in each area is based on new development type and associated trip generation impacts to the regional routes identified on the project list¹

- **SR 41 Corridor:**

9 projects • 23 miles • estimated cost of \$498.6M

- **County Routes:**

19 projects • 43 miles² • estimated cost of \$358.4M



1- *Madera County Road Impact Fee Program Update*, November 23, 2022

2- mileage does not account for Safety and Evacuation Routes, which are to be determined based on forthcoming studies

MADERA COUNTY TRANSPORTATION IMPACT FEE PROGRAM - SEGMENT DATA

SR 41 Segments

November 23, 2022

Project #	State Route	Segment Limits	Within City Sphere of Influence (SOI), Madera Comm. College Specific Plan Area (MCCSPA), Unincorporated Area (outside SOI), or Devel., or Caltrans Responsibility*1	Road or Hwy Facility Type	Road/Hwy Segment Length in Miles	Required Improvement to Address LOS Deficiency	Total Project Cost	Fee Program	MT3/Other
1	41	Madera County Ln/Avenue 10	Unincorporated	Freeway	2.0	4 to 6 lanes	\$15,000,000	\$13,500,000	\$1,500,000
2	41	Ave 10/Ave 12	Unincorporated	Freeway	2.0	4 Lane Expressway to 6 Lane Freeway/Ave 12 Interchange	\$117,160,000	\$107,060,000	\$10,100,000
3	41	Avenue 10.5 to Avenue 12, Avenue 12 to Avenue 14, Avenue 14 to .4 miles north of Avenue 15 (Madera SR 41 Expressway Phase 1)	Unincorporated	Expressway/Conv. Hwy	5.0	In the County of Madera, from Avenue 10.5 to Avenue 12, widen to 4 lane expressway. From Avenue 12 to Avenue 14, widen to 4 lane expressway. From Avenue 14 to 0.4 miles north of Avenue 15, widen to 4 lane conventional highway	\$114,492,000	\$94,492,000	\$20,000,000
4	41	Avenue 12 to Avenue 14, Avenue 14 to .4 miles north of Avenue 15 (Madera SR 41 Expressway Phase 2)	Unincorporated	Expressway	2.0	Avenue 12 to Avenue 14 - reconstruct existing 4 lane expressway in ultimate configuration. From Avenue 14 to 0.4 miles north of Avenue 15, upgrade to a 4 lane expressway.	\$56,000,000	\$50,400,000	\$5,600,000
5	41	Ave 15/SR 145	Unincorporated	Expressway	3.0	3 Lanes to 4 Lanes	\$45,000,000	\$40,500,000	\$4,500,000
6	41	SR 145 to Road 206 (tie into new constructed Passing Lanes)	Unincorporated	Rur. Hwy.	2.0	Passing Lanes/2 Lanes to 4 lanes	\$20,000,000	\$2,000,000	\$18,000,000
7	41	Avenue 15	Unincorporated	Freeway	1.0	Interchange at Ave 15	\$45,000,000	\$40,500,000	\$4,500,000
8	41	NB On-Ramp/SR 41 At Children's Blvd.	Unincorporated	Freeway	1.0	1 Lane to 2 Lanes	\$11,000,000	\$9,900,000	\$1,100,000
9	41	Road 200 to Road 222 - Various Locations w/Roundabout	Unincorporated	Rur. Hwy.	5.0	Safety and Access improvements (passing lanes, shoulder widening, rumble strips, driveway improvements, etc.) with RAB	\$75,000,000	\$7,500,000	\$67,500,000
					23.0	TOTAL:	\$490,652,000	\$365,852,000	\$132,800,000

Total Frwy Miles:	6.0
Total Frwy Cost:	\$188,160,000
Average Frwy Cost Per Mile:	\$31,360,000
Total Non-Frwy Miles:	17.0
Total Non-Frwy Cost:	\$310,492,000
Average Non-Frwy Cost Per Mile:	\$18,264,235



MADERA COUNTY TRANSPORTATION IMPACT FEE PROGRAM - SEGMENT DATA

Local Roads and State Highways Excluding SR 41

November 23, 2022

Project	Route	Segment Limits	Within City Sphere of Influence (SOI), Madera Comm. College Specific Plan Area (MCCSPA), or Within Unincorporated Area (Outside SOI)	Road or Hwy Facility Type	Road/Hwy Segment Length in Miles	Required Improvement to Address LOS Deficiency	Total Project Cost ^{*5}	Fee Program	MT3/Other
10	SR 49	Meadow Vista Dr to Westlake Dr	Unincorporated	Arterial	1.0	2 to 4 lanes	\$8,120,000	\$8,120,000	\$0
11	Avenue 9	SR 99 to BNSF RR Tracks	Unincorporated	Arterial	2.0	Widen 2 to 4 Lanes. Reconstruct Avenue 9 between Highway 99 and the BNSF tracks.	\$37,653,997	\$32,421,990	\$5,232,007
12	Avenue 9	BNSF RR Grade Separation Project	Unincorporated	Arterial	2.0	Grade Separation Project	\$26,160,036	\$20,928,029	\$5,232,007
13	Avenue 9	BNSF RR Tracks to Road 36	Unincorporated	Arterial	2.0	Widen 2 to 4 Lanes. Reconstruct Avenue 9 from the BNSF Railroad to Road 36. The Typical Section will be per Madera County Standard ST-11 with 149' of R/W	\$26,954,204	\$25,106,086	\$1,848,118
14	Avenue 9	Road 36 to Road 38	Unincorporated	Arterial	2.0	Widen 2 to 4 Lanes. Reconstruct Avenue 9 Between Road 36 and Road 38. The Typical Section will be per Madera County Standard ST-11 with 149' of R/W	\$23,303,893	\$20,159,332	\$3,144,561
15	Ave. 9	Rd 38 to Children's Blvd.	Unincorporated	Arterial	3.0	Widen 2 to 4 lanes. Reconstruct Ave 9 from Rd 38 to Valley Children's Blvd. Ultimate typical section will match Gunner Ranch West Specific Plan Typical Section 3- 149' R/W (6 lanes, 16' median, w/ 8' shoulders)	\$9,730,000	\$9,730,000	\$0
16	Avenue 10	Road 40 to Lanes Bridge	Unincorporated	Arterial	2.0	Widen to 4 Lanes	\$9,512,000	\$9,512,000	\$0
17	Avenue 12	Road 30 1/2 to Road 36	Unincorporated	Arterial	6.0	2 to 4 lanes	\$24,360,000	\$20,160,000	\$4,200,000
18	Avenue 12	Road 36 to Road 38	Unincorporated	N/A	4.0	Traffic Calming/Complete Street Project	\$20,000,000	\$15,000,000	\$5,000,000
19	Avenue 12	Road 38 to Avenue 40	Unincorporated	Arterial	4.0	Widen 2 to 4 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
20	Avenue 12	Road 40 to Riverwalk Blvd	Unincorporated	Arterial	1.0	Widen 2 to 6 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
21	Avenue 12	Riverwalk Blvd to SR 41	Unincorporated	Arterial	1.0	Widen 4 to 8 Lanes	\$10,000,000	\$8,000,000	\$2,000,000
22	Children's Blvd.	SR 41 NB Ramps to Crocket Way	Unincorporated	Arterial	2.0	4 to 6 lanes	\$7,656,000	\$7,656,000	\$0
23	Mountain Area Evacuation Routes	Oakhurst Area Plan Routes/North Fork-Cascadel	Unincorporated		0.0	Safety and Fire Evacuation Routes Projects & Planning Study	\$48,000,000	\$28,000,000	\$20,000,000
24	Rio Mesa Blvd	Children's Blvd to Ave 12	Unincorporated	Arterial	2.0	4 Lanes	\$13,920,000	\$13,920,000	\$0
25	Rio Mesa Blvd	Ave 12 to Ave 15	Unincorporated	Arterial	3.0	4 Lanes	\$20,880,000	\$20,880,000	\$0
26	Road 40	Ave 10 to Ave 12	Unincorporated	Arterial	2.0	2 to 4 lanes	\$12,876,000	\$12,876,000	\$0
27	Road 145	Road 206 to SR 41	Unincorporated		3.0	Widen County Road 145 from 2- to 4-Lanes between Road 206 and SR 41	\$12,331,806	\$11,098,626	\$1,233,180
28	Road 206	Fresno County Line to Road 145	Unincorporated		1.0	Widen Road 206 from 2- to 4-Lanes between the Fresno County Line and Road 145 (includes widening SJ river bridge from 2 to 4 lanes)	\$26,889,018	\$24,200,116	\$2,688,902
Total:							\$358,346,954	\$303,768,179	\$54,578,775
Total Non-Frwy Miles:							43.0		
Total Non-Frwy Cost: ^{*6}							\$358,346,954		
Average Non-Frwy Cost Per Mile:							\$8,333,650		



Oakhurst Area Mobility Study



Oakhurst Area Mobility Study

- Study will assess the locations and conditions of existing vehicle, bicycle, and pedestrian facilities along select study road segments
- Develop motorized and non-motorized design improvement options that would serve to improve the circulation network, including bicycle and pedestrian mobility and safety within the community.
- Funding Sources:

\$450K- Sustainable Transportation Planning Grant

\$72.5K- Local Match Funding

\$160K- Madera County Transportation Commission: SB-1 Formula

\$21K- Madera County Transportation Commission: SB-1 Formula Local Match



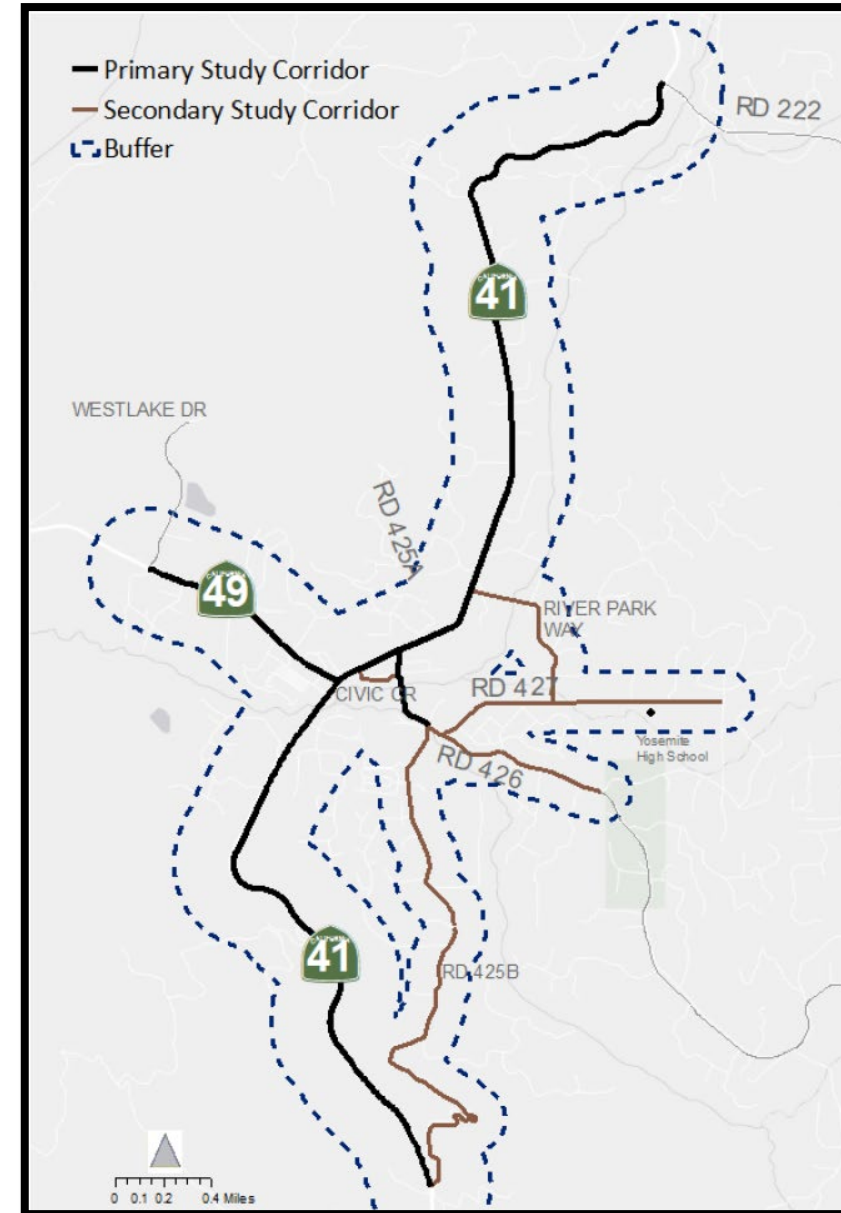
Oakhurst Area Mobility Study (cont.)

Primary Corridor Segments (8.63 miles)

1. SR 41: Royal Oaks to River Falls Road (2.23 miles)
2. SR 41: Road 425B to Royal Oaks (2.38 miles)
3. SR 41: River Falls Road to Road 222 (1.45 miles)
4. SR 49: SR 41 to Westlake Drive (0.93 miles)
5. Road 426 (Crane Valley Road): SR 41 to Road 427 (School Road) (0.44 miles)
6. Road 427 (School Road): Road 426 to Road 428 (1.2 miles)

Secondary Corridor Segments (1.98 miles)

7. River Parkway Road: SR41 to Indian Springs Road (0.48 miles)
8. Indian Springs Road: River Parkway Road to Road 427 (School Road) (0.23 miles)
9. Road 426 (Crane Valley Road): Road 427 (School Road) to Hangtree Lane (0.71 miles)
10. Civic Circle: SR 41 to Road 426 (0.20 miles)
11. Road 428: Road 427 (School Road) to Hangtree Lane (0.36 miles)



Oakhurst Area Mobility Study (cont.)

Task Title	FY 2023/24					FY 2024/25					FY 2025/26													
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
Project Administration (no more than 5% of total grant funds)																								
Consultant Procurement																								
Existing Conditions Analysis																								
Public Outreach																								
Advisory Committee Meetings																								
Draft and Final Plan																								
Board Review/Approval																								

Grant Agreement is in approval process with Caltrans. Work is scheduled to kick-off in January 2024.



Thank you!

